

HOW YOU CAN USE THESE SLIDES



1. LEARN ABOUT YOUR COMMUNITY

- **Explore Existing Plans:** Use the slides to find your community's bicycle and pedestrian plans. These provide valuable insights into current infrastructure, goals, and future projects.
- **Spot Opportunities:** Identify gaps, such as missing bike lanes, sidewalks, or unsafe intersections, that need attention.
- **Leverage Local Data:** Refer to the community feedback and statistics shared in these slides to support your advocacy efforts.

2. CONNECT WITH LOCAL LEADERS

- **Identify Key Contacts:** Use the included maps and contact lists to reach out to local transportation officials, MPOs, and RPOs.
- **Collaborate Effectively:** Work with local advocacy groups, planners, and decision-makers to align goals and priorities.

3. ADVOCATE FOR POLICY CHANGE

- **Use Policy Insights:** Reference recommendations like Complete Streets and Vision Zero to advocate for safer, more inclusive transportation.
- **Highlight Funding Options:** Explore funding opportunities mentioned in these slides to back your proposals with actionable plans.

4. ENGAGE YOUR COMMUNITY

- **Host Conversations:** Share information from these slides with your neighbors to foster discussions about local transportation needs.
- **Promote Benefits:** Use the data and examples provided to explain how biking and walking improvements can enhance safety, health, and economic vitality.
- **Encourage Action:** Inspire community members to participate in workshops, public meetings, or local events.

5. TAKE IMMEDIATE ACTION

- **Start Small:** Advocate for short-term improvements, such as crosswalk installations, bike racks, or signage.
- **Plan for Growth:** Use these slides to guide discussions on long-term goals, such as creating connected bike and pedestrian networks.
- **Monitor Progress:** Stay involved in the process and track updates on projects relevant to your area.

6. STAY CONNECTED

- **Stay Informed:** Regularly revisit these slides to keep up with new updates and recommendations.
- **Reach Out for Support:** Build relationships with local leaders and stakeholders to strengthen your advocacy.





BikeWalk NC's Active Transportation Policy Tool Kit



North Carolina Bicycle and Pedestrian Transportation Plans

[Aberdeen Bicycle Transportation Plan*](#)

[Aberdeen Bicycle and Pedestrian Plan*](#)

[Ahoskie Comprehensive Bicycle Plan](#)

[Albemarle Comprehensive Bicycle Plan](#)

[Albemarle Comprehensive Pedestrian Plan](#)

[Angier Comprehensive Pedestrian Plan](#)

[Apex Bicycle Plan](#)

[Archer Lodge Bicycle and Pedestrian Plan](#)

[Asheboro Comprehensive Pedestrian Transportation Plan](#)

[Asheville Comprehensive Bicycle Plan](#)

[Atlantic Beach Comprehensive Bicycle Plan](#)

[Badin Pedestrian Plan](#)

[Banner Elk Pedestrian Plan](#)

[Beaufort Bicycle and Pedestrian Master Plan](#)

[Beaufort County Comprehensive Bicycle Plan](#)

[Belmont Bicycle Master Plan](#)

[Belmont Pedestrian Transportation Plan*](#)

[Bessemer City Pedestrian Plan*](#)

[Bisco Pedestrian Transportation Plan](#)

[Black Mountain Bike Plan](#)

[Black Mountain Pedestrian Transportation Plan](#)

[Blue Ridge Bike Plan](#)

[Boiling Spring Lakes Pedestrian Plan](#)

[Boiling Springs Pedestrian Plan](#)

[Boone Pedestrian and Bicycle Plan](#)

[Brevard Comprehensive Pedestrian Plan](#)

[Bryson City Pedestrian Plan](#)

[Burnsville Comprehensive Pedestrian Plan*](#)

[Butner Pedestrian Transportation Plan](#)

* indicates new planning in progress



North Carolina Bicycle and Pedestrian Transportation Plans

[Canton Bike and Ped Plan](#)

[Cape Fear Regional Bicycle Plan](#)

[Carolina Beach Bicycle Multi-Use Transportation Plan](#)

[Carolina Beach Pedestrian Plan](#)

[Carrboro Bike Plan](#)

[Carthage Bicycle and Pedestrian Plan](#)

[Cary Comprehensive Pedestrian Plan](#)

[Central Park Regional Bicycle Plan](#)

[Chapel Hill Bikes Plan](#)

[Charlotte Bikes Plan](#)

[Charlotte Walks Plan](#)

[Cherryville Pedestrian Plan](#)

[Clayton Comprehensive Bicycle Plan](#)

[Clayton Pedestrian Plan*](#)

[Clinton Comprehensive Bicycle Plan](#)

[Clinton Comprehensive Pedestrian Plan](#)

[Clyde Pedestrian Master Plan](#)

[Columbia Pedestrian Transportation Plan](#)

[Conover Pedestrian Transportation Plan](#)

[Cornelius Bicycle Master Plan](#)

[Cornelius Comprehensive Pedestrian Plan](#)

[Cramerton Bicycle Plan](#)

[Cramerton Pedestrian Master Plan](#)

[Creedmoor Bicycle Transportation Plan](#)

[Creedmoor Pedestrian Transportation Plan](#)

[Croatan Regional Bicycle and Trails Plan](#)

[Currituck County Pedestrian Master Plan](#)

* indicates new planning in progress



North Carolina Bicycle and Pedestrian Transportation Plans

[Dallas Bicycle and Pedestrian Plan*](#)

[Davie County Bicycle, Pedestrian and Greenway Master Plan](#)

[Davidson Mobility Plan](#)

[Duck Comprehensive Pedestrian Plan](#)

[Dunn Pedestrian Plan](#)

[Durham Bike Walk Implementation Plan](#)

[Eastern Band of Cherokee Indians Pedestrian Transportation Plan](#)

[Eden Comprehensive Pedestrian Plan](#)

[Edenton Bicycle and Pedestrian Plan*](#)

[Elizabethtown Bicycle Plan](#)

[Elizabethtown Pedestrian Plan](#)

[Elkin Bicycle and Pedestrian Plan](#)

[Fairmont Bicycle and Pedestrian Plan](#)

[Farmville Comprehensive Pedestrian Plan](#)

[Fayetteville Bicycle Plan](#)

[Fayetteville Comprehensive Pedestrian Plan](#)

[Flat Rock Pedestrian and Bicycle Plan](#)

[Fletcher Bicycle and Pedestrian Plan](#)

[Forest City Pedestrian Plan](#)

[Franklin Bicycle and Pedestrian Plan](#)

[Franklinton Bicycle and Pedestrian Plan*](#)

[Fuquay-Varina Pedestrian Plan*](#)

[Garner Pedestrian Plan*](#)

[Gastonia Comprehensive Pedestrian Plan](#)

[Gibsonville Bike Plan](#)

[Gibsonville Comprehensive Pedestrian Plan](#)

* indicates new planning in progress



North Carolina Bicycle and Pedestrian Transportation Plans

[Graham Pedestrian Transportation Plan](#)

[Granite Falls Pedestrian Plan](#)

[Granite Quarry Bicycle and Pedestrian Plan](#)*

[Hayesville Bicycle and Pedestrian Plan](#)*

[Hendersonville Bicycle Plan](#)

[Hendersonville Pedestrian Plan](#)*

[Hertford \(Town\) Comprehensive Pedestrian Plan](#)

[High Country Bike Plan](#)

[High Point Pedestrian Plan](#)

[High Point MPO Regional Bike Plan](#)

[Jamestown Bicycle and Pedestrian Plan](#)*

[Jonesville Comprehensive Pedestrian Transportation Plan](#)

[Lake Waccamaw Bicycle and Pedestrian Plan](#)*

[Lansing Bicycle and Pedestrian Plan](#)*

[Laurinburg Walks Pedestrian Plan](#)

[Laurinburg Bicycle Plan](#)*

[Littleton Bicycle and Pedestrian Plan](#)*

[Martin County Bicycle Plan](#)*

[Mills River Bicycle and Pedestrian Plan](#)*

[Mooresville Comprehensive Bicycle Plan](#)*

[Mooresville Comprehensive Pedestrian Plan](#)

[Mount Airy Pedestrian Plan](#)*

* indicates new planning in progress



North Carolina Bicycle and Pedestrian Transportation Plans

[Lake Waccamaw Bicycle and Pedestrian Plan](#)*

[Lansing Bicycle and Pedestrian Plan](#)*

[Laurinburg Walks Pedestrian Plan](#)

[Laurinburg Bicycle Plan](#)*

[Littleton Bicycle and Pedestrian Plan](#)*

[Martin County Bicycle Plan](#)*

[Mills River Bicycle and Pedestrian Plan](#)*

[Mooreville Comprehensive Bicycle Plan](#)*

[Mooreville Comprehensive Pedestrian Plan](#)

[Mount Airy Pedestrian Plan](#)*

[Nashville Bicycle and Pedestrian Plan](#)*

[Navassa Bicycle and Pedestrian Plan](#)*

[Pembroke Pedestrian Transportation Plan](#)

[Pinehurst Comprehensive Bicycle Plan](#)

[Pinehurst Comprehensive Pedestrian Plan](#)

[Richmond County](#)

[Rolesville Bicycle Plan](#)*

* indicates new planning in progress



North Carolina Bicycle and Pedestrian Transportation Plans

[Scotland County Comprehensive Transportation Plan](#)

[Shalotte Bicycle and Pedestrian Plan*](#)

[Smithfield Pedestrian Plan*](#)

[Southern Pines Bicycle Transportation Plan](#)

[Statesville Mobility + Development Plan](#)

[Wadesboro Pedestrian Plan*](#)

[Weaverville Bicycle and Pedestrian Plan*](#)

[Whiteville Pedestrian Master Plan](#)

[Wilmington Pedestrian Plan*](#)

[Yadkinville Comprehensive Pedestrian Master Plan](#)

* indicates new planning in progress



North Carolina MPOs

[MPO and RPO Map](#)

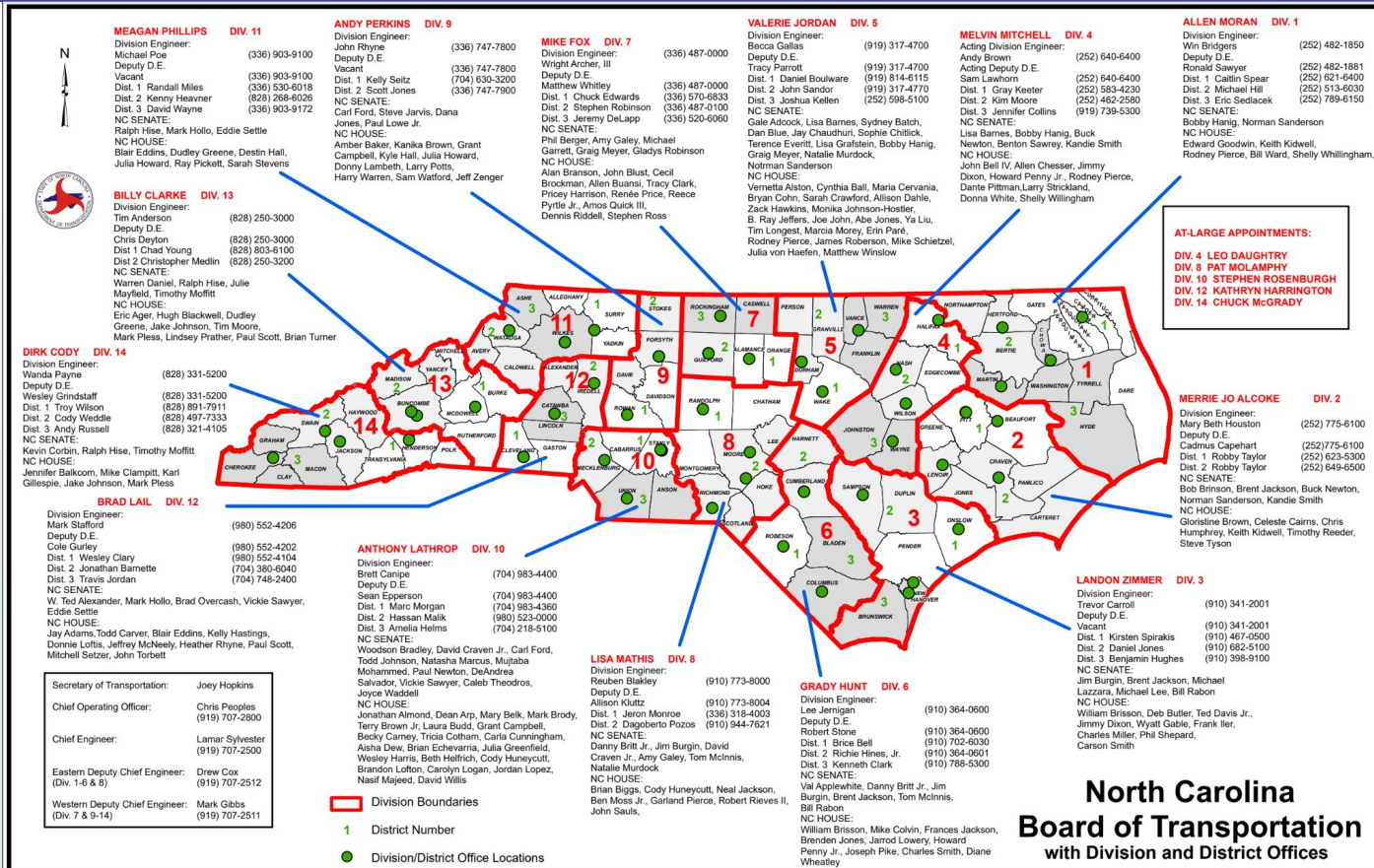
Metropolitan Planning Organizations

- [Burlington-Graham MPO \(BGMPO\)](#)
- [Cabarrus-Rowan MPO](#)
- [French Broad River MPO](#)
- [Greater Hickory MPO](#)
- [Charlotte Regional TPO](#)
- [Gaston-Cleveland-Lincoln MPO](#)
- [Greensboro MPO](#)
- [High Point MPO](#)
- [Winston-Salem MPO](#)
- [Capital Area MPO](#)
- [Durham-Chapel Hill-Carrboro MPO](#)
- [Goldsboro MPO](#)
- [Greenville MPO](#)
- [Rocky Mount MPO](#)
- [Fayetteville MPO](#)
- [Grand Strand MPO](#)
- [Jacksonville MPO](#)
- [New Bern MPO](#)
- [Wilmington MPO](#)



BikeWalk NC

NCDOT Division Map— Current as of Jan. 2025



MEAGAN PHILLIPS DIV. 11
 Division Engineer:
 Michael Poe (336) 903-9100
 Deputy D.E.
 Vacant (336) 903-9100
 Dist. 1 Randall Miles (336) 530-6018
 Dist. 2 Kenny Heaver (828) 268-6028
 Dist. 3 David Wayne (336) 903-9172
 NC SENATE:
 Ralph Hise, Mark Hollo, Eddie Settle
 NC HOUSE:
 Blair Eddins, Dudley Greene, Destin Hall,
 Julia Howard, Ray Pickett, Sarah Stevens

BILLY CLARKE DIV. 13
 Division Engineer:
 Tim Anderson (828) 250-3000
 Deputy D.E.
 Chris Deyton (828) 250-3000
 Dist. 1 Chad Young (828) 863-8100
 Dist. 2 Christopher Medlin (828) 250-3020
 NC SENATE:
 Warren Daniel, Ralph Hise, Julie
 Mayfield, Timothy Moffitt
 NC HOUSE:
 Eric Ager, Hugh Blackwell, Dudley
 Greene, Jake Johnson, Tim Moore,
 Mark Pless, Lindsey Prather, Paul Scott, Brian Turner

DIRK CODY DIV. 14
 Division Engineer:
 Wanda Payne (828) 331-5200
 Deputy D.E.
 Wesley Grindstaff (828) 331-5200
 Dist. 1 Troy Wilson (828) 891-7911
 Dist. 2 Cody Weddle (828) 497-7333
 Dist. 3 Andy Russell (828) 321-4105
 NC SENATE:
 Kevin Corbin, Ralph Hise, Timothy Moffitt
 NC HOUSE:
 Jennifer Balkcom, Mike Clampitt, Karl
 Gillespie, Jake Johnson, Mark Pless

BRAD LAIL DIV. 12
 Division Engineer:
 Mark Stafford (980) 552-4206
 Deputy D.E.
 Cole Gurley (980) 552-4202
 Dist. 1 Wesley Clary (980) 552-4104
 Dist. 2 Jonathan Bannette (704) 390-0040
 Dist. 3 Travis Jordan (704) 748-2400
 NC SENATE:
 W. Ted Alexander, Mark Hollo, Brad Overcash, Vickie Sawyer,
 Eddie Settle
 NC HOUSE:
 Jay Adams, Todd Carver, Blair Eddins, Kelly Hastings,
 Donnie Loris, Jeffrey McNeely, Heather Rhyme, Paul Scott,
 Mitchell Setzer, John Torbett

Secretary of Transportation: Joey Hopkins
 Chief Operating Officer: Chris Peoples (919) 707-2800
 Chief Engineer: Lamar Sylvester (919) 707-2500
 Eastern Deputy Chief Engineer: Drew Cox (919) 707-2512 (Div. 7 & 9-14)
 Western Deputy Chief Engineer: Mark Gibbs (919) 707-2511

ANDY PERKINS DIV. 9
 Division Engineer:
 John Ryne (336) 747-7800
 Deputy D.E.
 Vacant (336) 747-7800
 Dist. 1 Kelly Seltz (704) 630-3200
 Dist. 2 Scott Jones (336) 747-7900
 NC SENATE:
 Carl Ford, Steve Jarvis, Dana
 Jones, Paul Lowe Jr.
 NC HOUSE:
 Amber Baker, Kanika Brown, Grant
 Campbell, Kyle Hall, Julia Howard,
 Donny Lambeth, Larry Potts,
 Harry Warren, Sam Watford, Jeff Zenger

MIKE FOX DIV. 7
 Division Engineer:
 Wright Archer, III (336) 487-0000
 Deputy D.E.
 Matthew Whitley (336) 487-0000
 Dist. 1 Chuck Edwards (336) 570-6833
 Dist. 2 Stephen Robinson (336) 487-0100
 Dist. 3 Jeremy DeLapp (336) 520-6000
 NC SENATE:
 Phil Berger, Amy Galey, Michael
 Garrett, Graig Meyer, Gladys Robinson
 NC HOUSE:
 Alan Branson, John Blust, Cecil
 Brockman, Allen Buansi, Tracy Clark,
 Priyay Harrison, Renee Price, Reece
 Pyttle Jr., Amos Quick III,
 Dennis Riddell, Stephen Ross

ANTHONY LATHROP DIV. 10
 Division Engineer:
 Brett Canipe (704) 983-4400
 Deputy D.E.
 Vacant (704) 983-4400
 Dist. 1 Marc Morgan (704) 983-4360
 Dist. 2 Hassan Malik (980) 523-0000
 Dist. 3 Arnalia Heims (704) 218-5100
 NC SENATE:
 Woodson Bradley, David Craven Jr., Carl Ford,
 Todd Johnson, Natasha Marcus, Mujtaba
 Mohammed, Paul Newton, DeAndrea
 Salvador, Vickie Sawyer, Caleb Theodros,
 Joyce Waddell
 NC HOUSE:
 Alison Klutz
 Jonathan Almond, Dean Arp, Mary Belk, Mark Brody,
 Terry Brown Jr., Laura Budd, Grant Campbell,
 Becky Carney, Tricia Colham, Carla Cunningham,
 Aisha Dew, Brian Echevarria, Judy Greenfield,
 Wesley Harris, Beth Helfrich, Cody Huneycutt,
 Brandon Lofton, Carolyn Logan, Jordan Lopez,
 Nasif Majeed, David Willis

LISA MATHIS DIV. 8
 Division Engineer:
 Rauben Blakley (910) 773-8000
 Deputy D.E.
 Alison Klutz (910) 773-8004
 Dist. 1 Jeron Monroe (336) 318-4003
 Dist. 2 Dagoberto Pozos (910) 944-7621
 NC SENATE:
 Danny Britt Jr., Jim Burgin, David
 Craven Jr., Amy Galey, Tom McInnis,
 Natalie Murdock
 NC HOUSE:
 Brian Biggs, Cody Huneycutt, Neal Jackson,
 Ben Moss Jr., Garland Pierce, Robert Reeves II,
 John Sauls,

GRADY HUNT DIV. 6
 Division Engineer:
 Lee Jernigan (910) 364-0600
 Deputy D.E.
 Robert Stone (910) 364-0600
 Dist. 1 Brice Bell (910) 702-8030
 Dist. 2 Richie Hines, Jr. (910) 364-0601
 Dist. 3 Kereneth Clark (910) 788-5300
 NC SENATE:
 Val Applewhite, Danny Britt Jr., Jim
 Burgin, Brent Jackson, Tom McInnis,
 Bill Rabon
 NC HOUSE:
 William Brinson, Mike Colvin, Frances Jackson,
 Brenden Jones, Jarrod Lowery, Howard
 Penny Jr., Joseph Pike, Charles Smith, Diane
 Whealey

VALERIE JORDAN DIV. 5
 Division Engineer:
 Bianca Caputo (919) 317-4700
 Deputy D.E.
 Tracy Parrott (919) 317-4700
 Dist. 1 Daniel Boulware (919) 814-6115
 Dist. 2 John Sandor (919) 317-4700
 Dist. 3 Joshua Kellen (252) 598-5100
 NC SENATE:
 Gale Adcock, Lisa Barnes, Sydney Batch,
 Dan Blun, Jay Chauthun, Sophie Chitlick,
 Terence Everett, Lisa Grafstein, Bobby Hang,
 Craig Meyer, Natalie Murdock,
 Notman Sanderson
 NC HOUSE:
 Yvonne Alston, Cynthia Ball, Maria Cervania,
 Bryan Cohn, Sarah Crawford, Allison Dahle,
 Zack Hawkins, Monika Johnson-Hosler,
 B. Ray Jeffers, Joe John, Abe Jones, Ya Liu,
 Tim Longest, Marcia Morey, Erin Paré,
 Rodney Pierce, James Roberson, Mike Schietzel,
 Julia von Haselen, Matthew Winslow

MELVIN MITCHELL DIV. 4
 Acting Division Engineer:
 Andy Brown (252) 640-6400
 Acting Deputy D.E.
 Sam Lawhorn (252) 640-6400
 Dist. 1 Gray Keeter (252) 583-4230
 Dist. 2 Kim Moore (252) 462-2580
 Dist. 3 Jennifer Collins (919) 739-5300
 NC SENATE:
 Lisa Barnes, Bobby Hang, Buck
 Newton, Benton Sawyer, Kandie Smith
 NC HOUSE:
 John Bell IV, Allen Chesser, Jimmy
 Daon, Howard Penny Jr., Rodney Pierce,
 Dante Pitman, Larry Strickland,
 Donna White, Shelly Willingham

ANDY BROWN DIV. 3
 Division Engineer:
 Trevor Carroll (910) 341-2001
 Deputy D.E.
 Vacant (910) 341-2001
 Dist. 1 Kirsten Spirakis (910) 467-0500
 Dist. 2 Daniel Jones (910) 682-5100
 Dist. 3 Benjamin Hughes (910) 398-9100
 NC SENATE:
 Jim Burgin, Brent Jackson, Michael
 Lazzaria, Michael Lee, Bill Rabon
 NC HOUSE:
 William Brinson, Deb Butler, Ted Davis Jr.,
 Jimmy Dixon, Wyatt Gable, Frank Iler,
 Charles Miller, Phil Shepard,
 Carson Smith

MERRIE JO ALCOKE DIV. 2
 Division Engineer:
 Mary Beth Houston (252) 775-6100
 Deputy D.E.
 Cadmus Capahart (252) 775-6100
 Dist. 1 Robby Taylor (252) 623-5300
 Dist. 2 Robby Taylor (252) 648-6500
 NC SENATE:
 Bob Brinson, Brent Jackson, Buck Newton,
 Norman Sanderson, Kandie Smith
 NC HOUSE:
 Gristine Brown, Celeste Cains, Chris
 Humphrey, Keith Kidwell, Timothy Reeder,
 Steve Tyson

ALLEN MORAN DIV. 1
 Division Engineer:
 Win Bridges (252) 482-1850
 Deputy D.E.
 Ronald Sawyer (252) 482-1881
 Dist. 1 Caitlin Spear (252) 621-6400
 Dist. 2 Michael Hill (252) 513-3030
 Dist. 3 Eric Sedlacek (252) 789-6150
 NC SENATE:
 Bobby Harig, Norman Sanderson
 NC HOUSE:
 Edward Goodwin, Keith Kidwell,
 Rodney Pierce, Bill Ward, Shelly Willingham

AT-LARGE APPOINTMENTS:
 DIV. 4 **LEG DAUGHTRY**
 DIV. 5 **PAT MOLAMPHY**
 DIV. 10 **STEPHEN ROSENBURGH**
 DIV. 12 **KATHRYN HARRINGTON**
 DIV. 14 **CHUCK MCGRADY**

Last updated: Jan. 2025 - Board members and Engineers' information retrieved from NCDOT Directory located at: <https://apps.ncdot.gov/directory/>
 Senators and Representatives information retrieved from North Carolina General Assembly page located at: <https://www.ncleg.gov/>

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**North Carolina
Board of Transportation
with Division and District Offices**



North Carolina RPOs

- **Albemarle** (Camden, Chowan, Currituck, Dare, Gates, Hyde, Pasquotank, Perquimans, Tyrrell & Washington Counties)
- **Down East** (Carteret, Craven, Jones, Onslow & Pamlico Counties)
- **Eastern Carolina** (Duplin, Greene, Lenoir & Wayne Counties)
- **Cape Fear** (Pender, Brunswick, & Columbus Counties)
- **High Country** (Alleghany, Ashe, Avery, Mitchell, Watauga, Wilkes & Yancey Counties)
- **Foothills** (McDowell, Polk & Rutherford Counties)
- **Kerr-Tar** (Franklin, Granville, Person, Vance & Warren Counties)
- **Land of Sky** (Buncombe, Haywood, Madison & Transylvania Counties)
- **Lumber River** (Hoke, Richmond, Robeson & Scotland Counties)
- **Mid-Carolina** (Bladen, Cumberland, Harnett & Sampson Counties)
- **Mid-East** (Beaufort, Pitt & Martin Counties)
- **Northwest Piedmont** (Davie, Stokes, Surry & Yadkin Counties)
- **Peanut Belt** (Bertie, Halifax, Hertford & Northampton Counties)
- **Piedmont Triad** (Caswell, Montgomery, Randolph & Rockingham Counties)
- **Rocky River** (Anson, Stanly & Union Counties)
- **Southwestern** (Cherokee, Clay, Graham, Jackson, Macon & Swain Counties)
- **Triangle Area** (Chatham, Lee, Moore & Orange Counties)
- **Upper Coastal Plain** (Edgecombe, Johnston, Nash & Wilson Counties)



Aberdeen Bicycle Transportation Plan (2012)



“The Town of Aberdeen will become a bicycle-friendly community by developing a combination of infrastructure, education programs, and policies that support and encourage bicycling as a safe means of transportation to schools, downtown, retail areas, healthy foods and offers connections to neighboring communities.”



Aberdeen Bicycle Plan (2012)

[Town of Aberdeen Bicycle Plan](#) | House District: [52](#) and Senate District: [21](#)

Planning consultant: [Alta Planning + Design](#) | RPO: Triangle Area RPO | [Government website](#) | County: Moore

Recommended bicycle facility network

The key facility types for this plan are **shared-lane markings (sharrows), bicycle lanes, paved shoulders, multi-use greenways, multi-use sidepaths and bicycle parking.**

These facilities should be included in all new roadway design and roadway reconstruction / widening projects in the Town of Aberdeen, especially as they are recommended in the Map 3.1 of this Plan. (p.[3-3](#))

These projects should be supported by a combination of grants, local funding, and state funding, and should be constructed in coordination with local development and state transportation projects (p.[4-1](#))





Aberdeen Bicycle Transportation Plan (2012)

Deficiencies of existing bicycle facilities (p.2-2)

- **Lack of connectivity:** There are limited on-road or off-road bicycle facilities within Aberdeen.
- **No bicycle parking:** There are limited bicycle racks at public locations, shopping centers, and schools.
- **Bicyclist behavior:** Only a few recreational bicyclists were observed, and of the bicyclists that were observed, half were not wearing bicycle helmets. All cyclists were bicycling on the correct side of the road.

Deficiencies of existing road network (p.2-2)

- **Connectivity issues:** Sandhills Boulevard and Poplar Street provide the primary access to the commercial area on the north end of Town and therefore, are heavily trafficked. There is a lack of grid connectivity in most of the Town's overall street network.
- **High-volume, high-speed roadways:** There are several high-volume roadways with heavy vehicles and rural two-lane roadways throughout with higher speeds and/or little shoulder where bicyclists are not safe. Some of these roads include US 1, NC 5, US 15, US 501, and parts of NC 211.
- **Narrow roadways and lanes:** There are also many roadways that are too narrow for bicyclists to travel safely. These roads have little or no shoulder and have relatively high vehicle travel speeds which pose multiple hazards for bicyclists (such as Pee Dee, Bethesda, Keyser, Glasgow, Roseland, etc.). With the existing roadway widths, there is very little opportunity for restriping to fit bicycle lanes or paved shoulders.
- **Lack of curb and gutter:** Most roadways through Aberdeen have a rural two-lane configuration lacking curb and gutter (including neighborhood roadways). Curb and guttered roadways offer greater opportunity for bicycle lanes and shared-lane markings.
- **Roadways currently designed for automobiles only:** Many roads were designed around the automobile and need to be redesigned to become more bicycle friendly. Narrowing existing lanes and adding planted medians, sidewalks, and shade trees could also help reduce speeding and the hazards that speeding presents to cyclists, pedestrians, and drivers.



Aberdeen Bicycle Transportation Plan (2012)

“Multi-use trails are the most highly desired facility types identified during this planning process and the pedestrian planning process (2011). This is common across the State of North Carolina and the United States as a whole. Families and novice bicyclists are most comfortable in an off-road situation. Therefore, the multi-use trail network is a very integral part of the overall bicycle network, and **it’s development should be a priority of the Town.”**



Alignment with the Aberdeen 2030 Land Development Plan (2005) (p.2-9):

- To maintain, enhance, and expand Aberdeen’s system of parks and recreational areas to better serve the needs of its diverse and growing population.
 - Construct bike and nature trails along Aberdeen Creek and its tributaries
 - Create a greenway system that connects Aberdeen’s parks with other town greenways

Related plans

- [Aberdeen Comprehensive Land Development Plan \(2019\)](#)
- [Aberdeen Pedestrian Transportation Plan \(2011\)](#)



Aberdeen Bicycle and Pedestrian Plan (2022)



“The Town of Aberdeen will be a place where people of all ages and diverse backgrounds have access to bicycle and pedestrian facilities and programs that promote the following: alternative transportation modes, exercise and wellbeing, safety, connectivity, and celebration and discovery of Aberdeen’s culture and history.”



Aberdeen Bicycle and Pedestrian Plan (2022)

[Town of Aberdeen Bicycle and Pedestrian Plan \(2022\)](#) | House District: [52](#) and Senate District: [21](#) | Planning consultant: [Alta Planning + Design](#) | RPO: [Sandhills MPO](#) | [Government website](#) | County: Moore

Plan Goals and Objectives (pg.8):

- Provide multimodal transportation choices beyond vehicular transportation modes to the residents of Aberdeen.
- Improve mobility by creating and providing safe pedestrian and bicycle networks, removing barriers to walking and bicycling, and enhancing connections between community origins and destinations such as schools, stores, houses of worships, and other institutions.
- Improve safety for pedestrians and cyclists through strategic, consistent, and connected pedestrian and bicycle facility improvements, education, and enforcement strategies.
- Recognize the environmental and public health benefits of walking and biking by providing active living environments with safe, connected, accessible facilities along with programs that encourage walking and bicycling.
- Provide economic benefits by creating more attractive walkable and bikeable communities and savings to households associated with having access to low-cost, non-motorized transportation and increased market access to local providers of goods and services.
- Educate the community as to the benefits of pedestrian activity and applicable rules and regulations.



Aberdeen Bicycle and Pedestrian Plan (2022)

Existing Conditions:

- “...the Town’s residents (82.0 percent) commute alone to work using a car. Approximately 11.5 percent of residents commute by carpool, while none of the population uses public transportation. Roughly 0.1 percent of residents commute by bicycling or walking and 6.4 percent commute by another mode. The Town’s average travel time to work is 22.4 minutes.” (pg.10)
- Approximately 26 miles of sidewalks in town (pg.22)
- “While sidewalks are dispersed throughout the Town, most of the sidewalks are concentrated in the downtown area, in apartment communities on Poplar Street and Saunders Boulevard, and in the Glen Laurel neighborhood on Magnolia Drive.” (pg. 22)
- “...no pedestrian signals in the Town, and most intersections do not have pedestrian crosswalks.”(pg.22)
- “...there are no dedicated bicycle facilities (such as bicycle lanes or pavement markings) in the Town.” (pg. 23)

Community Feedback (pg. 30):

- “I love the views running on Bethesda Rd and 211, but the lack of sidewalks and the speed of traffic makes it dangerous.”
- “Highway 5 & 1-15-501 are dangerous for both modes of transportation. Nowhere for people to cross safely
- There are several intersections between downtown Aberdeen and the newly relocated park that are very difficult to traverse due to the railroad tracks and lack of sidewalks.”
- “N Poplar is a wonderful street, and you can safely walk and bike from downtown to Peach St. Beyond that, it gets treacherous due to the lack of sidewalks, bike paths and lighting.”



Aberdeen Bicycle and Pedestrian Plan (2022)

Recommendations:

- Sidewalks along Magnolia Dr, Mike Pl and Atrium St from US 1/15/501 to Lightwater Dr (pg. 9)
- Poplar St sidewalks from Peach St to Johnson St/Providence Pl (pg. 9)
- Sidewalk/shared use path along Midway Rd from Thomas Ave to N Sycamore St (pg. 9)
- General paved shoulders, road signage, and lane markings in high-traffic areas (pg. 10)
- Recommended improvements in this Plan include improving on-road bicycle facilities, sidewalk upgrades, and crossing improvements. Multi-use facilities (shared-use paths, also known as greenways) are recommended in some instances to improve the existing trail system, as well as provide active transportation options along existing high-volume roadways. (pg. 32)
- Spot Improvements (pg. 35)

Related plans

- Town of Aberdeen Comprehensive Land Development Plan (2019)
- Aberdeen Pedestrian Transportation Plan (2011)
Aberdeen Bicycle Transportation Plan (2012)
- Town of Aberdeen - Unified Development Ordinance (2011)
- Aberdeen Downtown Streetscape Plan (2017)
- Moore County Comprehensive Transportation Plan (2018)
- Triangle Area Rural Planning Organization (TARPO) Bicycle & Pedestrian Planning Framework (2015)



Ahoskie Comprehensive Bicycle Plan (2010)

“Ahoskie’s vision is to develop a bike-friendly environment throughout Town that increases bicycling opportunities for all ages and abilities.”



Ahoskie Comprehensive Bicycle Plan (2010)

[Ahoskie Comprehensive Bicycle Plan \(2010\)](#) | House District: 5 and Senate District: 3

Planning consultant: [Rivers & Associates, Inc.](#) | MPO: [Peanut Belt RPO](#)

Plan goals

- **Provide education and encouragement programs** for policy makers, the business community, and the general public to promote awareness of the wide-ranging benefits of bicycling.
- **Improve safety and comfort for bicyclists** with facility improvements, law enforcement, and education for motorists and cyclists.
- **Increase accessibility for bicyclists** by removing physical barriers to cycling and by creating on and off-road bikeways that connect neighborhoods to schools, parks, jobs, commercial areas, public services and to other bicycle facilities.
- **Develop sustainable policies and programs.**
- **Include bicycling as part of the City's overall strategies** to improve environmental conditions and health.
- **Develop facilities and programs** that support and encourage on- and off-road cycling for fitness, recreation, and tourism.



Ahoskie Comprehensive Bicycle Plan (2010)

Community feedback

- 79% of respondents said they “believe that **Albemarle will benefit from having better bicycle accommodations.**”
- Off-road paths, on-road bike facilities, & traffic calming are desired.
- Heavy & fast traffic on roads and intersections and the lack of motorists’ attention and awareness make bicycling intimidating.
- Bicycle Parking is desired, especially at schools, shopping, and public service centers.



Identified deficiencies in existing bicycle infrastructure

- Development designs have negative impacts on bicycling.
- Congested / high speed roadways are intimidating.
- Roadways have hazards to bicycles.
- There is a need for more parking racks such as this one.
- Public policy and social norms do not yet support bicycle transportation.



Ahoskie Comprehensive Bicycle Plan (2010)

Recommendations and priorities

- “Improving visibility and safety of bicyclists and pedestrians on the bridges should be a priority.”
- “Infrastructure maintenance of bicycle facilities may include involvement of the community through creative programs such as “Adopt-a-Trail” or donation of bicycle parking racks... **An infrastructure maintenance program is recommended** as a short-term priority to maintain existing bicycle facilities.”
- “The importance of **educational programs must be addressed with the issue of bicycle safety**... Education programs are a short-term and ongoing priority to provide instruction to bicyclists, pedestrians, and motorists.”
- “**The Safe Routes to School (SRTS) program is recommended** as a short-term priority because the Town’s students would benefit from having a safe way to ride their bikes to school.”
- “As a short-term priority, the Town should consider **establishing a standing Bicycle and Pedestrian Advisory Committee** to advocate for bicycle and pedestrian-friendly Town policies and actions.”
- “The Town should consider **implementing the presence of police on bikes** to enforce bicycle rules and motorist behavior, encourage bicycling, and lead by example in demonstrating compliance with laws and safety measures.”
- “The Town should take advantage of existing funding provided through the general fund and other private and public sources and **dedicate this funding to critical bicycle projects.**” (*Plan lists 11 pages of potential funding sources beginning on p.[E-1](#)*)



Related plans

- Town of Ahoskie Land Use Plan currently being [updated](#)
- [Hertford County Comprehensive Transportation Plan \(2015\)](#) - included bicycle and pedestrian recommendations.



Albemarle Comprehensive Bicycle Plan (2010)



“By policy, Albemarle’s streets should all be designed to completely accommodate all types of transportation users including automobiles, transit, bicycles, and pedestrians.”



Albemarle Comprehensive Bicycle Plan (2010)

[Albemarle Comprehensive Bicycle Plan \(2010\)](#) | House Districts: [67](#) and Senate District: [33](#)

Planning consultant: URS Corporation (Charlotte, NC) | RPO: [Rocky River RPO](#) | [Government website](#) | County: Stanly

Plan goals in [Executive Summary](#)

- Provide education and encouragement programs
- Improve safety and comfort for bicyclists
- Increase accessibility for bicyclists
- Develop sustainable policies and programs
- Include bicycling as part of the City's overall strategies to improve environmental conditions and health
- Develop facilities and programs that support and encourage on- and off-road cycling for fitness, recreation, and tourism





Albemarle Comprehensive Bicycle Plan (2010)

Community feedback

- 79% of citizens stated that they “believe that **Albemarle will benefit from having better bicycle accommodations.**”
- Top 4 most cited obstacles that discourage respondents from cycling in Albemarle are:**
 - 1) Lack of cycling areas separated from traffic like bicycle lanes or paved trails (66%),
 - 2) Concern of driver’s care (inattention, cell phone use, sobriety, etc) (52%),
 - 3) Heavy or fast traffic on the roads and in the intersections (52%), and
 - 4) Roadways are too narrow or have no shoulders (50%).
- The three most highly preferred bicycle facilities** by survey respondents at any locale were:
 - 1) Roadways with designated and marked bicycle lanes (85%),
 - 2) Neighborhood streets/roads (73%), and
 - 3) Off-road paths and greenways (66%).



Deficiencies in current bicycle network found in [Executive Summary](#)

“Although Albemarle has a consistent recreational cycling community, **bicycle facilities for practical daily use including bicycle lanes and bicycle racks are virtually non-existent** in the Albemarle area. Opportunities for safe bicycle routes and extensive off-road path networks are not yet realized. As a result, utilitarian bicycling in Albemarle is not common. Connectivity and road design around the downtown area allow for some potential bicycle routes, but **connectivity barriers such as the NC 24/27 Bypass, high speed and high volume roadways such US 52, and sprawling development patterns north and south of downtown reduce agreeable bicycling opportunities City-wide.**”



Albemarle Comprehensive Bicycle Plan (2010)

Top 20 Priority Projects (10 in Phase 1, 10 in Phase 2)

Funding sources

Rank	Priority	Description of Improvement	Roadway / Location
1	Phase 1	Bike Lanes with Road Diet	Salisbury Avenue from US 52 to N. 2nd St.
2	Phase 1	Shared-Use Path	Abandoned RR (Old Mill) from N. 2nd St. to N. 3rd St.
3	Phase 1	Bike Route	SRMC to MLK Dr. via. 4th and 3rd Streets
4	Phase 1	Shared-Use Path	Abandoned RR from Salisbury Ave. to W. Main St.
5	Phase 1	Shared-Use Path	Abandoned RR from existing Greenway (W. South St.) to Old Aquadale Rd.
6	Phase 1	Bike Lanes with Road Diet	S. 1st / S. 2nd St. from South St to Rock Creek Park
7	Phase 1	Bike Lanes with Road Diet	W. Main Street from US 52 to S. Depot St.
8	Phase 1	Sharrows	Main St. from Depot St. to Pee Dee Ave.
9	Phase 1	Shared-Use Path	Little Long Creek from W. Main St. to Coble Ave.
10	Phase 1	Bike Route	From the int. of Rogers St. & Carolina Ave. to the int. of Coble Ave. & Commerce St.
11	Phase 2	Bike Lane Striping	Pee Dee Ave. from 4th St. to Ridge St.
12	Phase 2	Bike Lane Striping (with a segment of sharrows)	Park Ridge Road from N. 6th Street to Melchor Rd.
13	Phase 2	Shared-Use Path	Melchor Branch Creek sewer line from Little Long Creek to Monza Drive
14	Phase 2	Shared-Use Path	Little Long Creek sewer line from Morehead Park to Salisbury Ave and the Abandoned RR from Salisbury Ave. to N. 2nd St.
15	Phase 2	Climbing Bike Lane with Downhill Sharrows	Wiscassett St. from Laurel St. to Carolina Ave.
16	Phase 2	Shared-Use Path	Long Creek Sewer from Rock Creek Rd. to Coble Ave.
17	Phase 2	Bike Lanes, Bike Route, and Shared Use Path	MLK Dr., Wall Street to 24/27, Inger St to Henson St. and the sewer path to Leonard St.
18	Phase 2	Bike Lane Striping	NC 73 from Rock Spring Rd. to W. Main St.
19	Phase 2	Bike Route	East St. (and others) from N. 2nd St. to Ridge St.
20	Phase 2	Bike Lane Striping	Ridge Street from Colonial Dr. to Freeman Ave.

- “There is currently no dedicated funding source for bicycle projects, and the City has not funded bicycle projects in the past. The currently planned Roger F. Snyder Greenway System is funded by a state grant and federal stimulus dollars.” (p.3-5)
- Potential funding sources listed in [Appendix L](#)

Complete Streets vision: “By policy, Albemarle’s streets should all be designed to completely accommodate all types of transportation users including automobiles, transit, bicycles, and pedestrians. The provision of transit, bicycle and pedestrian facilities shall be embraced by policy as a primary element in accommodating travel demand and relieving congestion on all new streets in the City of Albemarle and before street projects are undertaken.”



Albemarle Comprehensive Bicycle Plan (2010)

Related plans and information

- [Albemarle Comprehensive Pedestrian Plan \(2007\)](#)
- [Carolina Thread Trail](#) - albeit short (0.8 miles) Albemarle's [Roger F. Snyder Greenway](#) is part of CTT.
- [City of Albemarle Land Use Plan 2028 \(2009\)](#)
- [City of Albemarle Walking Routes](#)





Albemarle Comprehensive Pedestrian Plan (2007)

"The amount of facts that could be listed to support pedestrian improvements could go on indefinitely, but it is clear that a better pedestrian community creates a better community economically, aesthetically, socially, and health-wise."



Albemarle Comprehensive Pedestrian Plan (2007)

[Albemarle Comprehensive Pedestrian Plan \(2007\)](#) | House Districts: [67](#) and Senate District: [33](#)

Planning consultant: URS Corporation (Charlotte, NC) | RPO: [Rocky River RPO](#) | [Government website](#) | County: Stanly

Plan goals cited in the [Executive Summary](#)

- **Connect important destinations** with sidewalks, greenways, and other pedestrian routes along roadways, utility lines, creeks, railroad lines or other potential corridors so that walking becomes a more viable transportation option.
- **Support and guide pedestrian-friendly land use decisions** such as mixed-use zoning, connectivity, and infill that encourages a development style conducive to nonmotorized transportation.
- **Improve safety and accessibility for pedestrians** with a special concern for the disabled, elderly, children, and low income residents.
- **Improve environmental conditions and community health** by reducing air, water and noise pollution resulting from unnecessary vehicular traffic and by increasing physical activity and exercise.
- **Encourage economic and social vitality** by creating market, social interaction, and healthcare cost-saving opportunities.
- **Promote awareness through education** of the wide-ranging benefits of a pedestrian lifestyle throughout the community.
- **Update and maintain existing pedestrian facilities** with the necessary funding and workforce.



Albemarle Comprehensive Pedestrian Plan (2007)

Community feedback and identified opportunities

- Sidewalks, greenways, traffic calming are needed.
- Heavy traffic, poor crossings, and high speeds make walking dangerous.
- Existing facilities need to be connected with a particular emphasis on schools, low-income areas, public facilities, and parks.
- **Top 5 obstacles to walking more in Albemarle:**
 - 1) No sidewalks or paths (54%)
 - 2) Destination is too far away to walk (42%)
 - 3) Weather (too hot, cold, rainy, icy, etc.) (39 %)
 - 4) Concern of crime (37%)
 - 5) Heavy or fast traffic (35%).





BikeWalk NC



Albemarle Comprehensive Pedestrian Plan (2007)

Top 15 priority projects

Rank	Description of Improvement	Roadway / Location
1	Countdown signal & crosswalks	At all intersections within 1/4 mile from City Hall
2	6-15' sidewalk	1st St. from Old Charlotte Rd. to East Park Avenue
3	5' sidewalk	Leonard Ave. from Main St. to Hwy. 24/27 Bypass
4	10' paved upland shared-use path with appropriate lighting and crossing considerations	Social trail from Inger Street terminus to Highway 24/27 Bypass
5	Countdown signal & crosswalks	24/27 and Henson Street
6	Striped shoulders for traffic calming	Martin Luther King Jr. Dr. from 4th St. to Colston St.
7	10' paved lowland shared-use path with pedestrian-scaled lighting	On sewer line social trail from Inger St. to Arey Ave.
8	10' paved upland shared-use path including appropriate road crossings	Abandoned rail line from current rail trail to Snuggs Street
9	Streetscape/sidewalks/landscaping/crosswalks	Main Street & Pee Dee Ave. from Ridge St. to 24/27
10	5' sidewalk including appropriate road crossings	Both sides of Badin Road to middle school and continue on one side to the NE Connector
11	Striped shoulders for traffic calming including appropriate neighborhood crosswalks	Throughout neighborhoods in between 2nd Street, Ridge St., Park Ridge Rd., and Montgomery Ave.
12	5' sidewalk including appropriate crosswalks	Salisbury Ave. from Watts St. to McKee St.
13	10' paved lowland shared-use path including appropriate road crossings	On Sewer Line (Coley Branch) from the existing path to Montgomery Park Greenway
14	Streetscape/sidewalks/landscaping/crosswalks	1st and 2nd Streets from Salisbury Ave. to US 52
15	5' sidewalk	Old Charlotte Road from 1st St. to Main St.

Funding sources

- “It is recommended that the City establish a set aside amount in the annual Public Works budget for pedestrian infrastructure project implementation. An annual set aside would ensure that progress is made every year on constructing the specified projects, and would illustrate a commitment from the City to improve walkability.”
- **List of potential funding sources on p.[H-1](#)**



Albemarle Comprehensive Pedestrian Plan (2007)



Related plans and projects

- [Albemarle Comprehensive Bicycle Plan \(2010\)](#)
- [City of Albemarle Land Use Plan 2028 \(2009\)](#)
- [City of Albemarle Walking Routes](#)
- Roger F. Snyder Greenway [project](#)
 - *First phase completed 2009, second phase completed 2011, phase 3 completed 2013. Future greenway corridors are being identified.*



Angier Comprehensive Pedestrian Plan (2014)

“The Town of Angier desires to develop a safe and complete pedestrian system that will serve as a community-wide improvement tool -- strengthening its growing local economy, while providing realistic transportation alternatives and recreational options to encourage residents in achieving a healthy lifestyle.”



Angier Comprehensive Pedestrian Plan (2014)

[Angier Comprehensive Pedestrian Plan \(2014\)](#) | House District: [53](#) and Senate District: [12](#)

Planning consultant: [Benchmark Planning](#) | MPO: [Capital Area MPO](#) | [Government website](#) | County: Harnett

Pedestrian Plan goals (p.[iv](#))

- 1) Leverage pedestrian improvements as community improvement tool
- 2) Improve pedestrian safety and awareness throughout the Town
- 3) Improve pedestrian connectivity throughout the Town
- 4) Increase the utilization of pedestrian facilities as an alternative to motorized transportation.





Angier Comprehensive Pedestrian Plan (2014)

Community feedback and existing barriers to walking

- **81%** indicated they would walk more frequently if there were safe pedestrian crossings, sidewalks, trails and adequate lighting near where they live.
- **54%** indicated **walking as a form of transportation should be a priority in Angier.**
- **64%** indicated the **Town should utilize public funds (local, state and federal) to improve walking conditions.**
- **Top 5 barriers to walking in Angier:**
 - **1) Lack of sidewalks and trails in general (56.9%)**
 - **2) Lack of connectivity - sidewalks missing in places (47.6%)**
 - **3) Potential of crime (30.7%)**
 - **4) Aggressive people driving (26.2%)**
 - **5) Lack of pedestrian signals at intersections (23.1%)**
- **NC 210 and NC 55 create significant barriers** for pedestrians with limited safe crossing points cutting off pedestrian access from several areas in town to downtown and Jack Marley Park.
- Pedestrian connections extending out from the downtown into immediately adjacent neighborhoods, schools and the park are good; however, **connections are much more limited beyond the town core.**





Angier Comprehensive Pedestrian Plan (2014)

Recommendations

Top five pedestrian network / sidewalk projects (p.vii)

1. NC 55 (within Town Limits)
2. NC 210 (within Town Limits)
3. East McIver Street from South Broad Street to NC 55
4. North Willow Street from Julia Street to Junny Road
5. Junny Road from intersection of North Broad/Julia Street to Glen Meadow Drive

Top intersection improvement projects

1. NC 210 at Broad Street
2. NC55 at NC 210 / Depot Street
3. North Willow Street at East Wimberly Street
4. Junny Road at North Broad Street
5. NC 55 (floating location not yet determined)
6. Broad Street Mid-Block Warning Signage

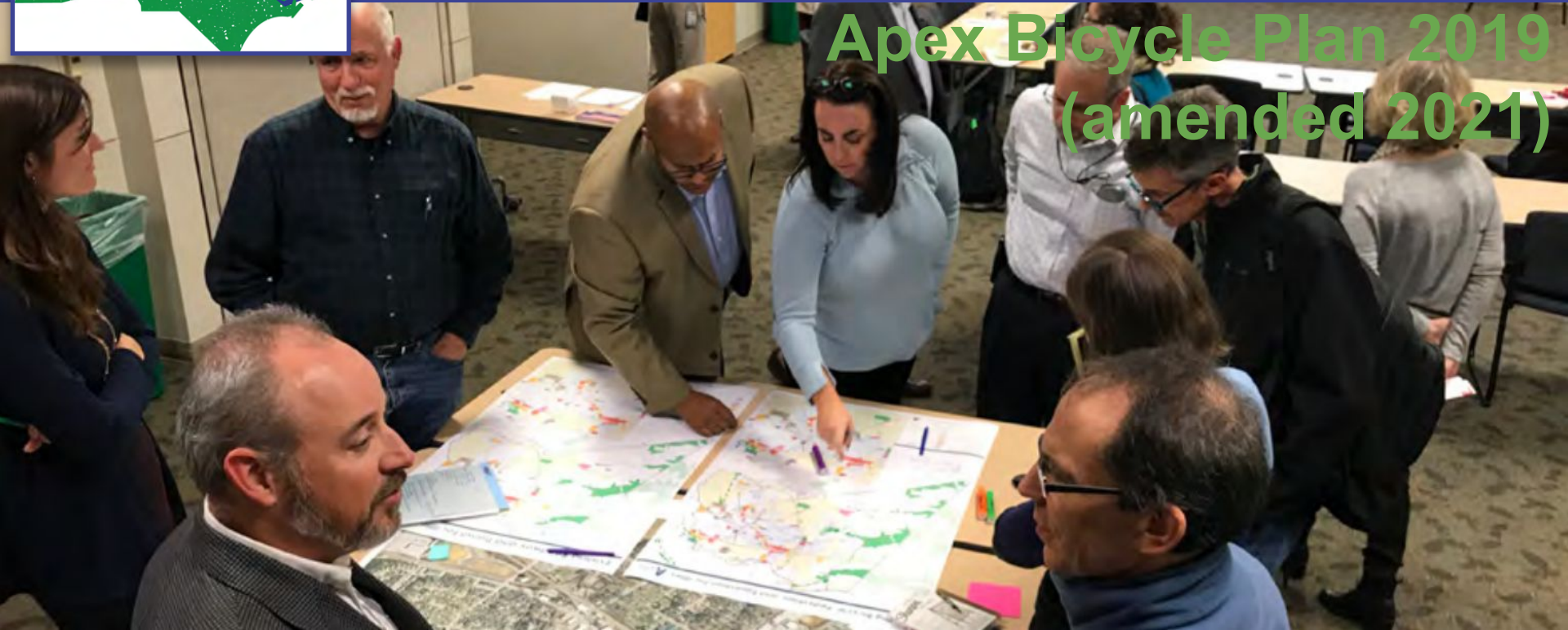
***Potential funding sources** cited beginning on p.[103](#)

Related plans and information

- [Town of Angier Land Use Plan \(2017\)](#) and [Future Land Use Map \(2021\)](#)
- [Town of Angier Comprehensive Parks and Recreation Master Plan \(2020\)](#)
- [Harnett County Bicycle, Pedestrian & Greenway Plan \(2021\)](#)
- [Sandhills Regional Bike Plan \(2019\)](#)



Apex Bicycle Plan 2019 (amended 2021)



“There is no other single type of investment in Apex that could support this many issues related to quality of life.”



Apex Bicycle Plan (2019, amended 2021)

[Apex Bicycle Plan \(2019\)](#) / House District: [36](#), [41](#) Senate District: [17](#), [16](#)

Planning consultant: [Kimley-Horn](#) | MPO: [Capital Area MPO](#) | [Government website](#) | County: Wake



Apex Bicycle Plan (2019, amended 2021)

Community feedback

- 96% of survey respondents indicated they would use greenways more often if they were closer to them, or if there were more of them. (p.5)
- 85% of survey respondents indicated that it is “very important” to improve bicycling conditions in Apex. (p.5)



*“Greenway is fine for family short recreation, but it is not acceptable for commuting or exercise. **Apex needs to ensure there are wide lanes to permit on road exercise cycling or longer distance commuting via cycling.**”*

*“**We have a great greenway system but it does not connect to downtown. My wife and I would love to jump on bikes and take a leisurely ride into downtown to shop or go out to dinner.**”*

*“**We believe that by adding bicycle infrastructure to the Apex area, it will cause our town to be safer, more efficient and even more active. Having biking lanes on roads can cause both cyclists and automobile drivers to be safer....When there are more recreational biking environments, more people are likely to get outside and bike.**” - Submitted by a group of five students at Apex Friendship High School*



Apex Bicycle Plan (2019, amended 2021)

Top 10 Priority Projects

Corresponding project maps

1. Beaver Creek Greenway from Downtown Apex to the American Tobacco Trail
2. S Salem St/Old US 1 Sharrows and Bike Lanes, from Downtown Apex to Pleasant Park
3. Olive Chapel Rd Bike Lanes, from NC 55 to New Hill Olive Chapel Rd
4. Hunter St Sharrows, from Apex Peakway to Williams St/NC 55
5. Apex Peakway (North) Side Path, from Center St to Beaver Creek Greenway
6. N Salem St/Davis Dr Side Path & Sharrows from Salem Pond Park at Old Jenks Rd to Downtown Apex
7. Laura Duncan Rd Side Path and Sharrows, from Apex High School at US 64 to Downtown Apex at Center St
8. Apex Peakway (South) Side Path, from Beaver Creek Greenway to Center St
9. Middle Creek Greenway, from Gladsong Rd to Lufkin Rd
10. Reedy Branch Greenway, from Kelly Rd to American Tobacco Trail

- [Map 3.1 In-Development Bike Network](#) - existing facilities and projects with some level of funding, design, or construction in progress that should be fully funded first.
- [Map 3.2 Priority Bike Network](#) - priority projects, along with existing projects and projects that are in-development (either funded, in design phase, or the construction phase).
- [Map 3.3 Comprehensive Bike Network](#) - This comprehensive network should be built incrementally over time.

*Potential funding sources listed in [Appendix A](#).



Apex Bicycle Plan (2019, amended 2021)

Bike Apex Plan a priority during community improvements

- “Other Town documents and maps should be updated with recommendations from Bike Apex, to **ensure bicycle facilities are implemented with new development.**” (p.[90](#))
- “**Pedestrians and bicyclists should be accommodated any time a new road is constructed or an existing road is reconstructed.** In the longer-term, all new roads with moderate to heavy motor vehicle traffic should have sidewalks, bicycle facilities, and safe intersections.” (p.[94](#))



Related plans and information

- [Apex Bicycle and Pedestrian System Plan Map \(2022\)](#)
- [Advance Apex: The 2045 Transportation Plan \(2019\)](#)
- [Apex Downtown Master Plan and Parking Study \(2019\)](#)
- [Apex Parks and Greenways Map \(2021\)](#)
- [Wake County Greenway System Plan \(2017\)](#)
- [Wake County Transportation Plan \(2003\)](#) - bicycle and pedestrian section in [Chapter 5](#)



Archer Lodge Bicycle and Pedestrian Plan (2020)

“The Town of Archer Lodge will be a place where people of all ages and diverse backgrounds have access to bicycle and pedestrian facilities and programs. These programs and facilities will promote exercise and wellbeing, with safe and connected infrastructure that allows residents to celebrate and discover Archer Lodge’s rich culture and history. The need for vehicular traffic connectivity will provide a great opportunity to incorporate bicycle- and pedestrian-friendly corridors in Archer Lodge.”



Archer Lodge Bicycle and Pedestrian Plan (2020)

[Archer Lodge Bicycle and Pedestrian Plan \(2020\)](#) / House District: [26](#) and Senate District: [10](#)

Planning consultant: [AECOM](#) | MPO: [Capital Area MPO](#) | [Government website](#) | County: Johnston

Plan goals (p.10)

1. Improve Mobility through Bicycle and Pedestrian Networks
2. Provide Bicycle and Pedestrian Education
3. Promote Environmental, Public Health, and Safety Benefits of Biking and Walking
4. Encourage Economic Benefits of Biking and Walking
5. Connect Cultural Sites and Natural Resources





Archer Lodge Bicycle and Pedestrian Plan (2020)

Community feedback and opportunities

“I do not have a car and **would love to have the opportunity to get a job at a destination that I could get to on bike**, but the roads have almost no shoulders.”

“**Existing development patterns in the town have led to decreased levels of connectivity**, which make it difficult to promote active modes of transportation, such as walking and bicycling.”

“Archer Lodge has several community features that provide important services and enrich the quality of life for its residents. **These features serve as potential pedestrian and bicycle origins and destinations.**” (p.[31](#))



The following four points summarize opportunities that the community provided to support bicycling and walking improvements throughout the town (p.[2](#)):

1. **Connecting neighborhoods, parks, and trails**
2. **Bicycling and walking safely around downtown and schools**
3. **Promoting bicycle and pedestrian safety education**
4. **Promoting expansion of bicycle and pedestrian amenities on existing roadways through local ordinances**



Archer Lodge Bicycle and Pedestrian Plan (2020)

Recommendations

“Recommended improvements in this plan include **improving on-road bicycle facilities, sidewalk upgrades, and crossing improvements. Multi-use facilities (shared use paths, also known as greenways) are recommended** near the Archer Lodge Park and along the Duke Energy Conservation Easement. All proposed projects are intended to **provide safe connections between origins and destinations** within the town while **promoting exercise and mobility.**” (p.[54](#))

Priority bike/ped projects (p.[60](#))

1. [Covered Bridge Road](#) (Bicycle and pedestrian improvements)
2. [Buffalo Road](#) (Bicycle and pedestrian improvements)
3. [Duke Energy Easement Greenway](#) (Shared-use improvements)
4. [South Murphrey Road](#) (Shared-use improvements)
5. [South Woodstone/Castleberry Drive](#) (Shared-use improvements/ Bicycle and pedestrian improvements)
6. [Archer Lodge/Wendell Road](#) (Bicycle improvements)

Potential funding sources listed in [Appendix D](#)

A Bicycle and Pedestrian Advisory Committee (BPAC) should be formed, [i.e., a town council member, advisory board, or interested citizen appointed to continue advocating for bicycle and pedestrian facilities that will improve safety and connectivity in Archer Lodge]. (p.4)



Archer Lodge Bicycle and Pedestrian Plan (2020)

Related plans

- [Archer Lodge Town Park Master Plan \(2019\)](#)
- [Archer Lodge Comprehensive Parks and Recreation Master Plan \(2015\)](#)
- [Johnston County Comprehensive Transportation Plan \(2014\)](#)
- [Archer Lodge 2030 Comprehensive Land Use Plan \(2015\)](#)
- [Archer Lodge Future Land Use Map \(2015\)](#)





Asheboro Comprehensive Pedestrian Transportation Plan (2008)



“In the year 2025, Asheboro will provide a safe and pleasant pedestrian experience and be accessible to all people. Asheboro will achieve this by establishing innovative programs, projects and policies designed to create a unique experience for City residents and visitors. Asheboro pedestrians will be a well organized community fostering a culture of walkability through awareness and education, while striving to encourage a healthier and more active lifestyle for everyone.”



Asheboro Comprehensive Pedestrian Transportation Plan (2008)

[Asheboro Comprehensive Pedestrian Transportation Plan \(2008\)](#) | House District: [70](#) and Senate District: [29](#)

Project consultant: [Piedmont Triad Council of Governments](#) | MPO: [High Point Metropolitan Planning Organization](#)

Plan goals (p.3)

- 1. Provide a safe, pleasant and accessible pedestrian experience for all ages.**
- 2. Create an attractive, unique pedestrian experience for residents and visitors.**
- 3. Foster a strong awareness, expectation and culture of walkability in Asheboro.**
- 4. Encourage healthier, more active lifestyles.**



“Providing safe and accessible places to walk and bicycle can help communities reduce automobile trips and traffic congestion, and in turn, reduce air pollutants and increase the overall health of the community.” (p.1)



Asheboro Comprehensive Pedestrian Transportation Plan (2008)

Community feedback and identified barriers (p.15)

- **Walkable Community Importance:** 81% of respondents thought that creating a walkable community was important or very important.
- In some neighborhoods walking can be difficult with a **lack of sidewalks or ADA curb ramps.**
- **Top three choices for people who walk ½ mile or more:** for **1)** fitness or recreation – 55%, **2)** the dog – 14% or **3)** pushing a stroller and social visits – 8% each
- **Destination preference:** 38% would like to get to trails and greenways and 18% to Parks when walking.
- **What will increase walking:** 29% mentioned improved greenway and trail systems 19% said new sidewalks, while 16% reported more pedestrian friendly land uses.
- **Top 5 streets needing improvement:** Dixie Drive – 16%, Fayetteville Street – 16%, Salisbury Street – 11%, Church Street – 7% and Park Street – 7%.

BARRIERS TO WALKING
31% said that a lack of sidewalks and trails is the biggest factor discouraging them from walking, traffic ranked 2nd with 12%.





Asheboro Comprehensive Pedestrian Transportation Plan (2008)

Recommendations and priorities

- **Corridors, intersections and multi-use paths:** “Corridor (p.32) and intersection (p.35) improvements are considered on-road improvements, which offer safe pedestrian transportation options in existing street corridors. **Multi-use path and trail improvements (p.36)** are considered off-road improvements and will provide important long-term non-motorized connections near streams, sewer lines or other corridors.”
- “**Provide more sidewalk space and plantings** around benches along Sunset Avenue and Church Street where space.”
- “A pedestrian transportation working group will lead an effort with employers and neighborhoods in Asheboro to **establish walking programs for neighborhoods, business and organization employees.**”

“There are a number of different funding sources that the City of Asheboro can use to develop the resources needed to complete the construction of projects and implement proposed programs.” Sources cited beginning on p.88.

Related Plans

- [Asheboro 2020 Land Development Plan \(updated 2015\)](#) (currently being *updated*)
- [Asheboro Comprehensive Transportation Plan \(2014\)](#)





Asheville Comprehensive Bicycle Plan (2008)

“This Plan builds on existing assets in the City, including a vibrant and engaged bicycle community, diverse range of bicyclists, existing bicycle facilities and an emerging greenway network.”



Asheville Comprehensive Bicycle Plan (2008)

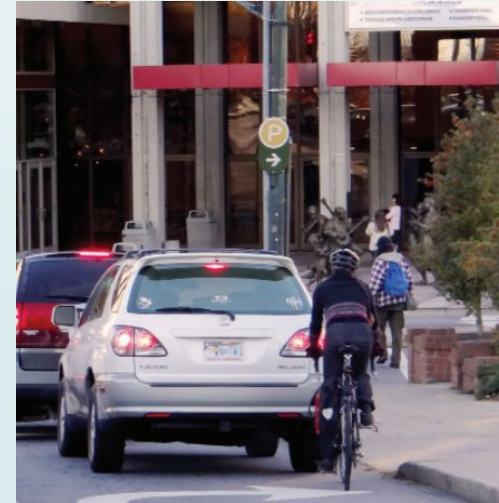
[Asheville Comprehensive Bicycle Plan \(2008\)](#) | House Districts: [114](#), [115](#), [116](#) and Senate Districts: [49](#)

Planning consultant: [Toole Design Group](#) | MPO: [French Broad River \(FBRMPO\)](#)

“This plan was updated by the bicycle framework chapter (page 66) in the [Asheville in Motion \(AIM\) Plan](#), but there are still valuable recommendations in the 2008 bicycle plan.” ([ashevillenc.gov](#))

Goals and purpose

- “The **primary goal** of this Plan is to provide transportation alternatives and to **enhance quality of life** by creating continuous linear bicycle connections, providing bicycle facilities for the full range of users, and increasing safety and mobility of bicyclists in Asheville.” p.[4](#)
- “This plan “attempts to **address challenges that bicyclists face**, such as access, connectivity and safety.” p.[4](#)
- “The [bicycle] network is meant to **provide options for the full range of users**, including families, commuters and recreational riders.” p.[6](#)





Asheville Comprehensive Bicycle Plan (2008)

Community feedback and identified needs and barriers

830+ citizens completed a survey (full results in [Appendix p.100](#)) as part of planning process. Key takeaways include:

- “25% of respondents have **experienced a crash while bicycling** in Asheville.” (p.[102](#))
- **Critical issues** include: “Lack of adequate bicycle facilities, driver behavior, safety, narrow roads, traffic, access and connectivity.” (p.[101](#))
- **Areas needing improvement** included “high volume and high speed roads” and “schools, grocery stores, and parks.” (p.[101](#))

Most cited barriers to cycling in Asheville (p.[107](#)) are:

- 1) “Lack of dedicated bike lanes or paths”
- 2) “Safety of travel route for bicyclists”
- 3) “Driver Behavior”



**“Implementation of this Plan
will establish a 181-mile
network of bicycle facilities.”**



Asheville Comprehensive Bicycle Plan (2008)

Recommendations *(Full recommendations on beginning on page [67](#).)*

- Provide better connections and access to points outside of Asheville.
- Make key operational improvements to complete connections in the bicycle network.
- Improve bicycle accommodations on bridges.
- Fix spot problems on existing city streets and bikeways.
- Provide a safer facility for bicyclists to cross the I-240 entrance ramp when traveling east on Tunnel Rd.
- Increase the availability of bicycle parking throughout the city.
- Develop and institutionalize a mechanism for ongoing communication and collaboration regarding bicycle planning efforts between the City of Asheville, NCDOT Division Office, Division of Bicycle and Pedestrian Transportation and the Transportation Planning Branch.

“Bicycle education, enforcement and encouragement programs have been an important part of the bicycling experience in Asheville for many years... As the bicycle network is built and more people are encouraged to ride, **new programs will be needed to educate bicyclists and motorists** about how to co-exist safely in the roadway environment.” (p.[78](#))



Asheville Comprehensive Bicycle Plan (2008)

Related Plans and Information

- [Asheville Greenway Master Plan \(2013\)](#)
 - Greenway project [updates](#)
- [Asheville in Motion Mobility Plan \(2016\)](#)
- [Asheville Complete Streets Policy \(2012\)](#)
- [Asheville Savannah River Greenway Corridor Study \(2019\)](#)
- [College Patton Bike Lane Project \(expected completion 2022\)](#)





Atlantic Beach Comprehensive Bicycle Plan (2012)



“Create a safe and convenient bike network throughout town that accommodates users of varying ages and abilities.”



Atlantic Beach Comprehensive Bicycle Plan (2012)

[Atlantic Beach Comprehensive Bicycle Plan \(2012\)](#) | House District: [13](#) and Senate District: [1](#)

Planning consultant: [Rivers & Associates, Inc.](#) | RPO: [Down East Rural Transportation Planning Organization](#) (DERPO)

Goals of the bicycle plan (p.[1-3-4](#))

1. Improve connectivity
 2. Promote bicycling for tourism, transportation & health
 3. Educate citizens and visitors on the benefits of a bike-friendly community
 4. Ensure community bikeability through policies and programs.
- “A goal for the Police Department is to **improve its educational outreach** of bicycle safety and to provide programs on a more consistent basis.” (p.[3-9](#))
 - “A goal of the Recreation Department would be to **provide safe bicycling routes to connect** neighborhoods, waterfront amenities and recreation facilities.” (p.[3-11](#))





Atlantic Beach Comprehensive Bicycle Plan (2012)

Community feedback and identified barriers to cycling in Atlantic Beach

- “Nearly half of the respondents **do not wear a helmet (51.4%)** when they ride their bike.” Plan suggests that “**a program is needed** in Atlantic Beach to encourage the benefits of wearing a helmet.” (p.[2-7-8](#))
- “Nearly 100% of respondents **support change in bicycle facilities and policies** to make Atlantic Beach a more bicycle-friendly community.” (p.[2-8](#))
- “Nearly 100% of all respondents indicated that they **would like to ride their bicycle more.**” (p.[2-8](#)).

Top 3 changes needed in order to ride more are:

1. “There were designated bike lanes on busy streets (93.8%)”
2. “They felt safer amongst traffic (84.8%)”
3. “There were more clearly marked trails (81%)”

*“There are areas of Atlantic Beach that are conducive to bicycle travel because the roads are wide and there is relatively low motorist traffic. However, there are areas throughout Town that experience high traffic volume and the roadways are not bicycle-friendly. **The development of a bicycle-friendly community may alleviate roadway congestion and reduce associated driver frustration.**” p.[1-9](#)*





Atlantic Beach Comprehensive Bicycle Plan (2012)

Recommendations

1. **Fort Macon Bicycle & Pedestrian Improvements**
2. **Atlantic Beach Causeway Bicycle & Pedestrian Improvements**
3. **Park and Ride (near Atlantic Beach Bridge Abutment)**
4. **Atlantic Beach Causeway & Fort Macon Rd Intersection Bicycle & Pedestrian Improvements**
5. **Bogue Boulevard Bike Route**
6. **Ocean Ridge Bike Route**

Detailed information for each recommended project cited on page [7-2](#). Potential funding sources listed in [Appendix E](#).

- “The **Town should consider allocating resources on an annual basis** to expand the bicycle network, maintain existing facilities, and fund programs and on-going activities directed towards encouragement, enforcement, and education.” (p.[6-11](#))
- “**A Bicycle and Pedestrian Advisory Committee is recommended** as a short- term priority.” (p.[8-1](#))
- Implementation should coincide with the Town’s [local ordinances related to bicycling](#), including “Bicycle lanes and/or wide outside lanes shall be incorporated in the design of all minor collectors. On local streets low traffic speeds and volumes allow bicyclists and motorists to safely share the road. Sidewalks are not acceptable as substitutes for bike lanes. Bike lanes shall be a minimum of four feet in width (excluding adjacent curb and gutter, if applicable).”



Atlantic Beach Comprehensive Bicycle Plan (2012)

“Implementation of the plan will create a sense of connectivity in Atlantic Beach that will increase opportunities for further economic development within the Town.” (p.1-10)

Related plans

- [Atlantic Beach CAMA Land Use Update \(2021\)](#) (references include [Bicycle Plan](#), [Causeway Corridor Master Plan](#), and [ADA Transition Plan](#))
- [Atlantic Beach Walking Trail Loop Map \(2015\)](#) - To “encourage people to get out and walk or bike.”
- [Croatan Regional Bicycle and Trails Plan](#) - Focus on Carteret, Craven, Jones, Onslow and Pamlico counties.





Badin Pedestrian Plan (2008)

“Through the pedestrian planning process, the Town and its citizens have expressed a clear four-fold vision for their community: a unified town, a pedestrian-friendly environment, a unique heritage preserved and celebrated, and a regional destination for tourism.”



Badin Pedestrian Plan (2008)

[Badin Pedestrian Plan \(2008\)](#) | House district: [67](#) and Senate district: [33](#)

Planning consultant: [Centralina Council on Governments](#) | MPO: [Rocky River RPO](#)

Plan goals

1. **Walkability and connectivity become guiding principles for decision-making**, so that walking is a practical option as a transportation choice.
2. **Pedestrian safety is made a top priority**, so that pedestrians can feel safe accessing downtown business areas, and other areas in Town.
3. **Pedestrian facilities become accessible to all members of the community.**
4. **Attractive sidewalks and trails link significant destinations**, making them accessible by foot as well as vehicle. Amenities are provided so that walking is not seen as “the last alternative” but the “preferred alternative” to reach points within walking distance.
5. **The Badin pedestrian network is linked**, where appropriate, to larger county and regional networks.
6. **The Badin Pedestrian Plan provides a clear “road map”** of where, when, and how the Town proceeds to make improvements to its pedestrian facilities, to achieve the aforementioned goals.
7. **Badin clearly offers to residents and visitors the features that make life in the community rewarding.**



Badin Pedestrian Plan (2008)

Community feedback and identified barriers

Identified challenges (p.3):

- **“A town divided** - Despite careful planning at the Town’s inception, the community is bisected by Alcoa Badin Works. This industrial facility poses a long impenetrable barrier to pedestrians seeking to travel from one side of town to the other.”
- **“Deteriorating sidewalk conditions** – Impeding utility poles, overgrown shrubbery, and sidewalk cracks have compromised the usefulness of many facilities.”
- **“Inadequate lighting** – Visibility is insufficient at night, making walking conditions unsafe.”
- **Park needs** – Badin has few recreational opportunities and the Town’s existing parks need improvements.
- **Declining population in the town’s west side** – Disinvestment threatens this neighborhood.

General concerns about pedestrian conditions (p.19):

1. **Gaps in the current sidewalk system**
2. **Many sidewalks are in need of repair**
3. **Many existing sidewalks are inadequately lit**
4. **Many existing sidewalks permit too narrow a passage**
5. **Limited access to Badin Lake**
6. **No formal trail system exists**
7. **Primary streets generally lack street trees**





Badin Pedestrian Plan (2008)

Recommendations

Plan recommends Badin to (p.[35-38](#)):

1. Form a pedestrian needs committee
2. Develop and Adopt a comprehensive land use plan
3. Expand the current Badin zoning ordinance into a unified development ordinance with subdivision regulations
4. Engage in community and land use planning for redevelopment of the Alcoa Badin Works property and other large, under-developed parcels in town
5. Work with Stanly County on areas outside of Badin's incorporated area
6. Address consistent transportation planning
7. Coordinate with Badin community stakeholders, and 8) Enact policy and ordinance changes.

Potential funding sources listed beginning at [page 97](#)

Plan's recommended Programs (p.[40-42](#)):

1. Archaeology Days field trips for youth
2. Historic architectural walking tours
3. Weekly walking group are the Alcoa Loop Trail
4. Walk a kid to school events
5. Walking school bus
6. Volunteer school crossing guard program
7. Adopt a sidewalk/trail program
8. Provide WiFi and cameras for safety around town and on trail network.

Related plans and information

- [Badin zoning map \(2007\)](#)
- [Stanley County Comprehensive Transportation Plan \(2012\)](#)
- [North Stanley Bicycle and Pedestrian Plan \(2018\)](#)



Banner Elk Pedestrian Plan (2009)



“The Town of Banner Elk is a more walkable and bicycle-friendly community that meets the needs of students, visitors, businesses, and residents of all age groups through an integrated network of greenways, walkways, and bicycle paths.”



Banner Elk Pedestrian Plan (2009)

[Banner Elk Pedestrian Plan \(2009\)](#) | House Districts: [85](#) and Senate Districts: [47](#)

Planning consultants: [The Louis Berger Group](#) | RPO: [High Country RPO](#)

PLAN GOALS: *Developing a more walkable and bicycle-friendly community over the next 20 years will require that the town meet the needs of present and future residents, transients (to include both students and visitors), businesses, and all age groups ... through an integrated network of greenways, walkways, and bicycle pathways ... and the town will try to realize this vision by:*

1. **Connecting locations** - Connect the park – pond – lake as focal points, Develop walking trails for historical places, etc.
2. **Integrating engineering and design** - Obtain easements from landowners for pedestrian and bicycle pathways, etc.
3. **Obtaining funding** - Consider development of a pathway tax ... and/or an impact fee, Pursue grant funding, etc.
4. **Building a network** - Network with surrounding communities, Foster extensive community involvement, involve NCDOT, etc.
5. **Promoting benefits** - Advertise amenities and walkability, Produce printed maps for trails and pathways, etc.



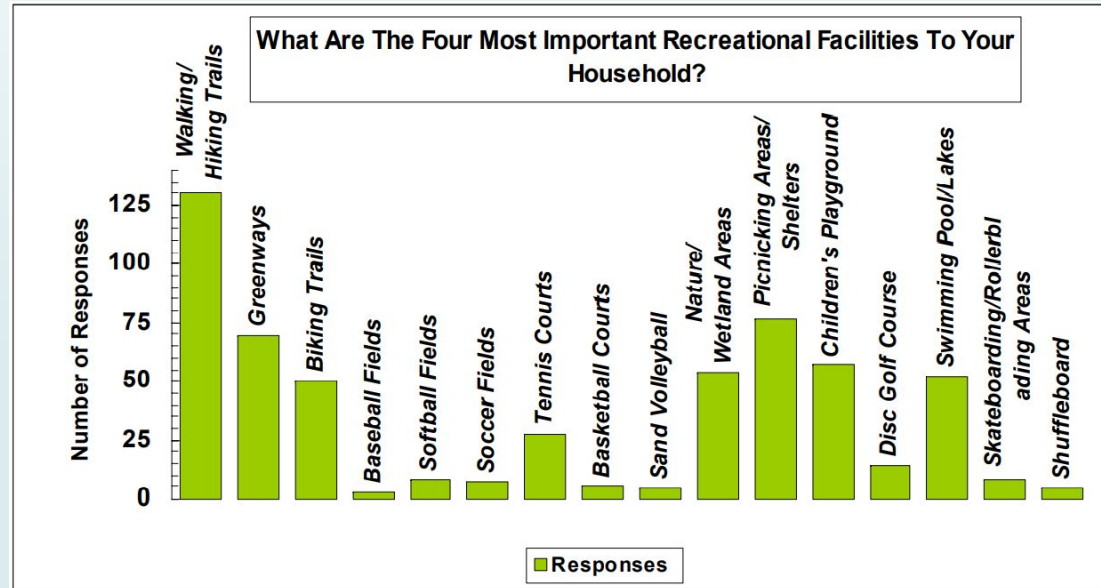


Banner Elk Pedestrian Plan (2009)

Existing conditions and community feedback

Many of [the Town's] existing brick sidewalks have been recently constructed through the Town's sidewalk program and offer a very walkable environment in the downtown area. In addition, **the Town has invested significant resources** in its greenway trails, installing nearly a mile of off-road trails around the Town Park, connecting Shawneehaw Avenue with Crooked Creek Lane. **While the Town has made great progress on these and other pedestrian amenities, there are many gaps** in the sidewalk network outside of the central business district. (p. [14](#))

The results of a community survey shared below “show an overwhelming interest in pedestrian and bicycle facilities.” ([Appendix C](#))





Banner Elk Pedestrian Plan (2009)

Project Recommendations

1. **11 proposed sidewalk projects** (p.[69](#)) that includes a “variety of short “spot improvement” projects that will fill gaps in the existing sidewalk network, as well as more significant sidewalk corridor projects.”
2. **7 intersection projects** (p.[71](#)) that “recognize the need for important safety improvements at key intersections and crossings, including the installation of crosswalks, signage, and/or pedestrian signals.”
3. **3 proposed greenway trails** totalling 3.3 miles are recommended (p.[73](#)) and “are intended to seek safe, scenic connections between key pedestrian destinations, such as schools and parks, as well as to enhance tourism and economic development opportunities for Banner Elk.”

Additional Selected Recommendations

- **Consider appointing a Bicycle, Pedestrian and Trails Committee** to help engage the public in the implementation of the Pedestrian Plan, as well as to help complete future planning efforts.
- **Create the bicycling counterpart for this pedestrian master plan.**
- **Develop a sidewalk and crosswalk maintenance budget and schedule** to keep up with regular repair needs.
- Town of Banner Elk staff should coordinate with the Avery County public school administration... **to encourage and support the establishment of a Safe Routes to School program.**

Related plans

- [Town of Banner Elk Land Use Plan \(2012\)](#)
- [Avery County Land Use Plan \(2012\)](#)



Beaufort Bicycle and Pedestrian Master Plan (2019)



“Beaufort is a Town where everyone can walk or bike to popular destinations like parks, schools, waterfront, and retail places. This goal is accomplished by making spot improvements to address barriers, as well as to generally level the playing field with automotive travel, improve intersections, and increase the quality of active mode environments through better maintenance and enhancing the appearance of the streetscape.”



Beaufort Bicycle and Pedestrian Master Plan (2018)

[Beaufort Bicycle and Pedestrian Master Plan \(2018\)](#) | Planning consultant: [Stantec](#)

House District: [13](#) and Senate District: [1](#) | MPO: [Down East RPO](#)

Plan's guiding principles (p.[27](#))

Based on the direction provided by the community, its leadership, NCDOT, development community and residents, the following Guiding Principles were developed to guide the design team along the planning process:

Principle #1: Pedestrian and Bicyclist Considerations Come First

Principle #2: Stormwater and Maintenance are Important Here

Principle #3: Safety is a Priority for Everyone

Principle #4: Quality Design is as Important as Quantity

Principle #5: Connectivity Supports a Lot of Other Objectives

“Having a bicycle and pedestrian friendly community will increase physical activity and promote better health among all citizens of Beaufort.” (p.[20](#))



Beaufort Bicycle and Pedestrian Master Plan (2018)

Existing conditions

“Currently there are **211 centerline miles of roads** and **15.6 miles of existing sidewalk** in Beaufort... A tour of the town reveals many intersections are currently signalized, but lack pedestrian signals and/or crosswalks and many high-traffic corridors lack sidewalks on both sides of the road. **Beaufort includes one official NCDOT Bike Route.** The route, created in 2009, points the way with green and white bike route signs which mark a six-mile loop around downtown. **Currently, there are no existing bike lanes, multi-use paths, or 4’ paved shoulders.** Future proposed bicycle facilities will better connect the historic district with the grocery and hardware stores located north of town.”

“Most of the Historic District streets carry a low volume of traffic making it safe for bicyclists and pedestrians, but the following streets do not provide an adequate level of service for bicyclists: Cedar Street, Turner Street, Live Oak Street, and Craven Avenue. **Forty percent of residents would like to see bike lanes adjacent to vehicular traffic. This measure would greatly improve the level of service provided to cyclists and improve connectivity in the process.**” (p. [17](#))





Beaufort Bicycle and Pedestrian Master Plan (2018)

Community feedback (p. [24](#))

Community survey responses identified that:

- Greenways and trails as #1 most desirable public space in Beaufort.
- Providing for all modes of transportation is most important transportation issue in Beaufort.
- Distance and safety were the most-often stated reasons why people did not take an active mode of transportation now.

“I used to bike in beaufort for commuting and exercise. I don’t anymore, it is just too dangerous.”

“Cars are too fast, and places to ride bikes and walk are limited and dangerous.”

“Walk and biking should have a level playing field with cars - every place should be reachable by walking or biking, safely.”





Beaufort Bicycle and Pedestrian Master Plan (2018)

Recommendations

- Projects recommended... include **sidewalk facilities, crossing improvements, signage and pavement marking needs and bicycle facilities.** (p.[32](#))
 - Potential funding sources listed beginning p.[76](#)
 - Specific recommended projects beginning on p.[83](#)
- **Form a Bicycle and Pedestrian Advisory Committee.** The planning process has engaged many citizens in visioning and goal-setting for Beaufort. Building on this momentum to keep citizens engaged in a permanent committee structure will allow continued citizen involvement in the Plan's implementation. (p.[72](#))
- **A variety of programs should also be implemented to create and support a multi modal friendly culture.** Programs and policy priorities should be implemented alongside infrastructure improvements. (p.[72](#))
- **The creation of a complete street policy should be undertaken** during a detailed process, preferably embedded within a transportation plan update or as an individual effort focused on complete streets and related policies. (p.[63](#))

Related plans

- [Town of Beaufort Comprehensive Land Use Plan Update \(2020\)](#)
- [Beaufort Small Area Plan \(2018\)](#)
- [Town of Beaufort Entry Master Plan \(2012\)](#)
- [Town of Beaufort Core Land Use Plan \(2006\)](#)[Carteret County](#)
- [Comprehensive Transportation Plan \(2014\)](#)
- [Croatan Regional Bicycle and Trails Plan \(2014\)](#)
- [Beaufort Comprehensive Bicycle Plan \(2009\)](#) - has been replaced with this plan.



Beaufort County Comprehensive Bicycle Plan (2020)

“Beaufort County is an interconnected bicycle-friendly community where residents and visitors alike safely travel by a convenient bicycle network that includes both on and off-road bicycle facilities between all municipalities, townships, major commercial and employment destinations, and scenic and leisure destinations throughout the county.”



Beaufort County Comprehensive Bicycle Plan (2020)

[Beaufort County Comprehensive Bicycle Plan \(2020\)](#) | House Districts: [79](#) and Senate Districts: [2](#)

Planning consultant: [Mid-East Commission](#) | RPO: [Mid-East Commission](#)

Themes and goals of the Plan

ACCESSIBILITY AND CONNECTIVITY - Goal 1: Develop a bicycle and greenway network that is an integral part of the transportation system and provides an alternative means of transportation as well as recreation opportunities for citizens and visitors alike.

ECONOMIC BENEFITS - Goal 2: Recognize the economic benefits of a bicycle-friendly community and capitalize on the return on investment for bicycle facilities and greenways.

EDUCATION AND ENFORCEMENT - Goal 3: Created a robust bicycle program that incorporates engineering, education, encouragement, enforcement, and evaluation programs.

ENVIRONMENTAL BENEFITS - Goal 4: Recognize the environmental benefits of living in a bicycle friendly community.

HEALTHY AND ACTIVE LIFESTYLES - Goal 5: Provide opportunities for bicycling which promote healthy and active lifestyles.

INCLUSIVITY AND EQUITABILITY - Goal 6: Create a safe, comfortable, and convenient network of bicycle facilities that aid and encourage cycling for people of all ages, abilities, and interests, in all areas of the county.

BICYCLING CULTURE - Goal 7: Create a culture that promotes and welcomes bicycling.

SAFETY - Goal 8: Increase bicyclist safety by reducing the number of bicycle related accidents each year.



Beaufort County Comprehensive Bicycle Plan (2020)

Existing conditions

- **“The existing transportation network in Beaufort County is heavily automobile oriented.** Low-trafficked rural roads are popular amongst recreational cyclists, but these roads often have moderate to high speed limits and lack paved shoulders. A majority of reported bicycle-motor vehicle crashes in Beaufort County occur in the City of Washington, where many residents use bicycling as a daily means of transportation to access needed services.” (p.[29](#))
- **“During the twelve-year period [2007-18], there were fifty-three (53) reported bicycle-motor vehicle crashes in Beaufort County.”** (p.[34](#))
- **“There are currently no dedicated on-road bicycle facilities in Beaufort County.** There are also very few roads that have paved shoulders wide enough to accommodate bicyclists.” (p.[29](#))

“Despite the lack of existing facilities, bicycle tourism in Beaufort County is on the rise. The county is well suited for bicycle tourism with two major state bicycle routes, the Pamlico River, picturesque agricultural fields and woodlands, Goose Creek State Park, charming historic downtown districts, and several bed and breakfasts.” (p.[29](#))



Beaufort County Comprehensive Bicycle Plan (2020)

Priority projects (p. [107](#))

Town of Bath and surrounding area:

- 1) NC-92: Shared Use Path/Carteret Street Bicycle Lane

Town of Belhaven:

- 2) US-264 Business/Main Street: Bicycle Lane
- 3) US-264 Bypass: Buffered Bicycle Lane

Town of Chocowinity and surrounding area:

- 4) NC-33: Shared Use Path/Buffered Bicycle Lane

City of Washington and surrounding area:

- 5) US-17 Business/Carolina Avenue: Complete Streets Retrofit with Buffered Bicycle Lanes and Intersection Improvements
- 6) US-17 Business/Bridge Street: Bridge Decking Enhancement
- 7) Market Street: Shared Use Path
- 8) US-264/12th Street/Highland Drive/Pennsylvania Avenue: Intersection Improvements
- 9) Washington-Greenville Greenway
- 10) Runyon Creek Greenway

Potential funding sources listed beginning on p. [8](#)

Additional recommendations

- **“This plan recommends the Washington-Greenville Greenway project** which will connect Pitt County to downtown Washington via an off road greenway system. This project is also included in the City of Washington Comprehensive Bicycle Plan and the Pitt County Greenway Plan.” (p. [69](#))
- **Bicycle lanes, bicycle boulevards, shared use paths and sharrows are recommended in numerous locations.** A table listing these projects can be found beginning on p. [76](#).

Related plans

- [Beaufort County Comprehensive Transportation Plan \(2014\)](#)
- [Washington Comprehensive Bicycle Plan \(2014\)](#)



Belmont Bicycle Master Plan (2013)

“The Belmont Comprehensive Bicycle Master Plan envisions a connected network of on- and off-street bikeways that provide safe and convenient access between neighborhoods, schools, and downtown for all types of bicyclists. The Plan expands Belmont’s reputation as a destination for bicycling and recreation, as a community that considerably shares its roadways, and as a healthy place to live.”



Belmont Bicycle Master Plan (2013)

[Belmont Bicycle Master Plan \(2013\)](#) | House District: [108](#), [109](#) and Senate District: [43](#)

Planning consultant: [Alta Planning + Design](#) | MPO: [Gaston-Cleveland-Lincoln MPO](#)

Strengths of existing conditions

- **Abandoned railroad tracks provide a linear right of way suitable for developing rails-to-trail greenways.** The City of Belmont has plans to develop a trail in the former Piedmont and Northern Railroad Line that extends from Woodlawn Street to downtown Belmont.
- **The City of Belmont has implemented traffic calming measures** on portions of several key corridors, such as Main Street, Central Avenue, and Church Street. Successful traffic calming can create a safe and inviting roadway for bicyclists.
- **Some roadways in the City are wide enough to offer bicycle lanes** or other bicycle facilities without the need to add additional pavement width.
- Traditional Neighborhood Design ordinances that **incentivize bikeable and walkable development** and account for bicyclists within street and parking development regulations
- A well-supported **Safe Routes to School program**
- **Political support** for bicycling, trails, and healthy community amenities



Belmont Bicycle Master Plan (2013)

Community feedback and barriers

- Respondents to the City of Belmont public comment form **overwhelmingly prefer to bike within a bicycle lane, off-road path, or on quiet residential streets** (80 percent). (p.[28](#))
- The majority of respondents find **the bicycling environment in Belmont to be unsafe**. (p.[28](#))
- Nearly all respondents (92 percent) indicated they **would bicycle more if safety were improved in Belmont**. (p.[28](#))
- 92 percent of respondents **believe public funds should be used to improve bicycle transportation options**. A majority of respondents suggest using state and federal grants (88 percent) NCDOT maintenance funds (77 percent), and existing local taxes (72 percent). (p.[30](#))

Top 5 factors that prevent bicycling, or bicycling more, in Belmont (p.[31](#)):

- 1. Lack of bicycle lanes, paved shoulders, or paths**
- 2. Inconsiderate motorists**
- 3. Narrow lanes**
- 4. High-speed traffic**
- 5. Crossing busy roads**



Belmont Bicycle Master Plan (2013)

Recommendations

The bikeway recommendations of this Plan include **over 50 miles of new on-street bikeways (including bike lanes, bike routes and shared lane markings) to increase Belmont’s bicycle network connectivity and to create a comprehensive, safe, and logical network.** This mileage is in addition to over 36 miles of proposed off-street greenway trails, which includes existing recommendations from the City’s Pedestrian Transportation Plan and additional mileage proposed through the Bicycle Master Plan process. **At full build out of the proposed bikeways, Belmont will have nearly 90 bikeway miles, improving connections from residential neighborhoods to attractors such as retail, transit, and jobs.** (p.[45](#))

Potential funding sources listed in [Appendix C](#)

Related plans and information

- [Belmont Pedestrian Transportation Plan \(2009\)](#) - plan is being [updated](#)
- [Comprehensive Bicycle and Pedestrian Transportation Plan Map Update \(2016\)](#)
- [Belmont Parks & Recreation Comprehensive Master Plan \(2019\)](#)

Bikeway Facility Type	Recommended Mileage
Bicycle Boulevard/Neighborhood Route	14.85
Shared Lane Marking	1.55
Bicycle Lane	13.73
Paved Shoulder	10.9
Cycle Track	4.4
Sidepath	7.2
Greenway	36.6
Total Recommended Network Mileage	89.23



Belmont Pedestrian Transportation Plan Update (2023)

“The Belmont Pedestrian Plan update envisions the City of Belmont as a place where walking is safe, accessible, fun, and supportive of an active, healthy lifestyle; where people of all ages and abilities can move and access their daily needs safely by foot and by all forms of active transportation.”



Belmont Pedestrian Transportation Plan Update (2023)

[Belmont Pedestrian Transportation Plan Update \(2023\)](#) | House District: [108](#), [109](#) and Senate District: [43](#)

Project consultant: [Alta Planning + Design](#) | MPO: [Gaston-Cleveland-Lincoln MPO](#)

Plan Goals and Objectives

To fulfill the project vision, the Belmont Pedestrian Plan features the following eight goals for the City and its partners to work towards:

- Enhance Connectivity, Accessibility, and Mobility
- Improve Safety
- Promote Equity
- Increase Quality of Life
- Provide Access to Natural & Recreational Areas
- Identify Funding Strategies
- Generate a Positive Economic Impact
- Create More Choices for Exercise



Belmont Pedestrian Transportation Plan Update (2023)

Community feedback

- 92% of respondents rated existing Belmont Pedestrian infrastructure as Fair(63%) or Poor(29%).
- 79% of respondents stated that pedestrian facilities within Belmont should be funded by State and Federal Grants.
- Which of the following pedestrian improvements would you like to see in Belmont?
 1. Fill gaps in sidewalk network (64%)
 2. Better maintained sidewalks (56%)
 3. Additional crossing opportunities/improvements (56%)
 4. More paved greenways (47%)
- 91 % of respondents would walk more often if additional sidewalks, trails, and safe roadway crossing were provided?





Belmont Pedestrian Transportation Plan Update (2023)

Recommendations

Table 3.1 - Summary of Prioritized Infrastructure Recommendations

Project ID	Priority Project
1	Sidewalk facilities along Woodlawn St from Belmont Holly Rd to Hickory Grove Rd
2	Pedestrian facilities along Cason Street realignment
3	CTT Alignment through Belmont Abbey College and CaroMont
4	NORTH BELMONT IMPROVEMENT PACKAGE: NCDOT I-85 project - include pedestrian recommendations in plan
5	Rail Trail - segment from I-85 to Downtown
6i	Multiple Railroad Crossing Improvements
6ia	10th Street (bridge widening + sidewalks)
6ib	Eagle Rd (at grade improvements)
6ic	4th St / Chief (reopen w ped at-grade improvements)
6id	Belmont Brewing Company / Waterfront (at grade or below bridge boardwalk)

* Bold items mark the top 7 projects with the highest scores.

State and State Administered Funding Sources

There are multiple sources for state funding of bicycle and pedestrian transportation projects. However, state transportation funds cannot be used to match federally funded transportation projects, according to a law passed by the North Carolina Legislature.

Related plans and information

- [Belmont Bicycle Master Plan \(2013\)](#)
- [Comprehensive Bicycle and Pedestrian Transportation Plan Map Update \(2016\)](#)
- [Belmont Parks & Recreation Comprehensive Master Plan \(2019\)](#)



Bessemer City Pedestrian Plan (2010)

“The City of Bessemer City is a compact historic community with a clearly discernable downtown business area, nearby schools, civic buildings, and public parks, all fitting together to create a small town charm highly valued by its citizens. But despite its obvious positive characteristics, the City is faced with growing challenges to its pedestrian character: The City suffers aesthetically, Economic and cultural vitality, etc.”



Bessemer City Pedestrian Plan (2010)

[Bessemer City Pedestrian Plan \(2010\)](#) | House District: [110](#) and Senate District: [43](#) | Planning consultant: [Centralina Council on Governments](#) | MPO: [Gaston-Cleveland-Lincoln MPO](#) | County: Gaston

Plan Goals and Objectives (pg. 1-2):

- Walkability/connectivity
- Vitality
- Aesthetics/identity
- Make Bessemer City a regional destination for visitors and businesses

Related Plans:

- Bessemer City Land Development Plan (1995)
- Bessemer City Comprehensive Pedestrian Improvement Plan (2005)
- Bessemer City Unified Development Ordinance (2007)

Existing Conditions (pg. 5-8):

- “Current conditions that impact pedestrian planning throughout the community, from “big picture” issues, to the condition of individual sidewalks and other facilities”
- “Population trends of the City that have direct bearing on current and future pedestrian needs.”
- “Sidewalks in the development do not meet City standards of width”.
- “The Norfolk Southern Railroad bisects the City and terminates many of its perpendicular streets. From one end of the City to the other, there are nine streets that cross the tracks. Each of these crossings presents challenges to pedestrians.”



Bessemer City Pedestrian Plan (2010)

Community Feedback (pg. 36):

- “Maintain Bessemer City’s small town character.”
- “Support a thriving downtown – Support and promote the central business district and the businesses that are located there as integral to small town character and the City’s economic development.”
- “Support Excellence in Education. Build strong neighborhood schools by coordinating with the County School Board and finding local resources to supplement them.”
- “Walkable Neighborhoods. Build a network of bike trails and sidewalks that allow residents to live without a car.”

Recommendations (pg. 31-33):

- Proposed and estimated costs for 27 new sidewalk projects (including Alabama Ave/Athenia Pl/Edgewood Rd, Maine Ave, NC 161, and Southridge Pkwy), 26 trail projects, and 42 crosswalks
- Recommended programs such as community walking events, a sidewalk/trail program, and crossing guards



Bessemer City Pedestrian Plan (2020)

“Bessemer City is a charming and friendly community located in the rolling hills northwest of Gastonia, with a distinctive charm as a historic rail town. Originally founded in 1893, Bessemer City developed along the major railroad that still runs through the city today. The train oriented nature of the city contributed to a more pedestrian-friendly grid pattern with denser neighborhoods compared to other communities throughout the region. The City continues to build upon its reputation as a welcoming and historic community by improving the pedestrian environment and investing in mobility for residents and visitors.”



Bessemer City Pedestrian Plan (2020)

[Bessemer City Pedestrian Plan \(2020\)](#) | House District: [110](#) and Senate District: [43](#) | Planning consultant: [Centralina Council on Governments](#) | MPO: [Gaston-Cleveland-Lincoln MPO](#)

Plan Goals and Objectives:

- “As a guiding document, the Bessemer City Pedestrian Plan Update establishes a vision for walkability in the City and expresses a commitment to the five priorities expressed in the WalkBikeNC statewide bicycle and pedestrian plan.”- pg. 13
- “Prioritize walkability among important corridors by identifying solutions that consider the unique role of each street and the land uses and destinations it serves.”- pg. 13
- “Emphasize how sidewalks, paths, and crossings can serve as an important component to the health and well-being of the people who live and work in Bessemer City.”- pg. 13

Community Feedback:

- “Participants ranked the top five biggest obstacles they face when trying to walk in Bessemer City. The results pointed to a need for more sidewalks and paths as well as maintenance of existing facilities. Safety continued to be noted as an area of concern.” -pg. 43
- “When asked to specify the type of destination they would like to walk to, participants identified parks and places to recreate as well as restaurants, schools, and shops.”- pg. 45
- “Participants identified unsafe crossings/inadequate pedestrian facilities near Bessemer City Pool and Park along South 14th Street as well as unsafe crossings along Virginia Avenue in Downtown. The lack of pedestrian facilities along Main Avenue also were noted.” - pg. 46
- “More than 30 participants interacted with the Bessemer City Pedestrian Plan Update booth and provided feedback.”- pg. 58



Bessemer City Pedestrian Plan (2020)

Existing Conditions (pg.32-38):

- Poor crossings
- Narrow/Worn Sidewalks
- Lack of Sidewalks and/or connectivity
- High-Traffic Roads

Recommendations:

- Greater accessibility for the disabled (ADA ramps, etc.)
- Pedestrian access to local walking tracks (health was identified as a top benefit of walking in Bessemer City)
- Easy railroad crossings for pedestrians
- A better sidewalk repair/maintenance program
- Sidewalk access to/from schools

Related Plans:

- Small Area Plan for Downtown (2009)
- Edgewood Road Gateway Plan (2009)
- Unified Development Ordinance and Zoning Map (2018)
- GCLMPO Metropolitan Transportation Plan (2018)
- GCLMPO Comprehensive Transportation Plan (2020)
- Carolina Thread Trail Master Plan Gaston County (2009)

Community Feedback Comments:

“Please make it accessible for handicap with wheelchair ramps to get on the sidewalks and benches every half mile or closer together.”- pg. 44

44

“People drive too fast and aren’t considerate of people having to cross the road.”- pg. 44



Biscoe Pedestrian Transportation Plan (2011)

“In 2010, the Town of Biscoe applied for and was awarded a grant from the North Carolina Department of Transportation (NCDOT) to develop this Pedestrian Transportation Plan. This Plan combines past planning efforts with new research and analysis, and includes a full public input process. The result is a complete, up-to-date framework for moving forward with tangible pedestrian transportation improvements.”



Biscoe Pedestrian Transportation Plan (2011)

[Biscoe Pedestrian Transportation Plan \(2011\)](#) | House District: [67](#) and Senate District: [29](#)

Planning consultant: [Alta](#), [Greenways, Inc.](#) | RPO: [Piedmont Triad RPO](#) | [Government website](#) | County: Montgomery

Existing conditions and challenges:

- **The Town already features many pedestrian-friendly elements; however, current conditions within Biscoe are often unsafe for pedestrians.** Sidewalk connectivity is lacking in some places with major obstacles such as the railroad and NC 24/27. (p.[1-1](#))
- **One of the key issues facing Biscoe is pedestrian transportation where sidewalk and crosswalk connectivity is lacking.** For example, NC 24/27 (East/West Main Street) is a significant obstacle for pedestrians who try to cross this major five-lane highway. (p.[2-1](#))
- The major features in Biscoe are the US 220/I-73/I-74 corridor which runs north-south on the eastern border of Town, NC 24/27 which runs east-west through Town, and the railroad which runs parallel to North/South Main Street. **All create obstacles to safe pedestrian travel.** (p.[2-1](#))
- **One of the most significant challenges faced by the school age population when walking to school is the location of the three local schools.** All three schools are located away from the Town core, just outside the southern tip of Biscoe. A number of students do walk to school but those who live north of NC 24/27 are mostly driven or take the school bus. (p.[2-2](#))





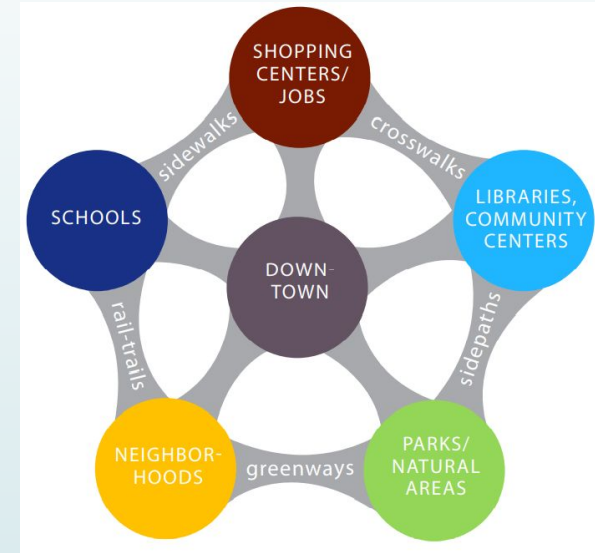
Biscoe Pedestrian Transportation Plan (2011)

Recommendations:

- **The guiding philosophy in devising this network is the hubs and spokes model.** Pedestrian corridors (spokes) should connect to trip attractors (hubs) such as parks, schools, Downtown, shopping centers, and other pedestrian corridors. The network then becomes a practical solution for pedestrian connectivity. (p.[3-1](#))
- **The Town of Biscoe should also “Support the creation of local bicycle and pedestrian advocacy group.”** (p.[4-1](#))
- **Potential funding sources listed in [Appendix C](#)**

6 priority projects (p.[3-4](#))

1. East Main St./McCaskill St. intersection
2. Bruton St. Sidewalk
3. Pedestrian Pathways to Schools
4. Page St./Green St. sidewalk
5. Pine St. sidewalk
6. East Main St./North Main St. intersection



Related plans

- [Comprehensive Land Use and Master Plan \(2021\)](#)



Black Mountain Bike Plan (2015)

“A Vision for People who Bike” -- Black Mountain’s Plan for Bicyclists envisions a complete transportation system that supports healthy living and an active community where bicycling is an integral part of daily life and a viable and popular travel choice that encourages people of all abilities to access the well connected, safe and convenient network.



Black Mountain Bike Plan (2015)

[Black Mountain Bike Plan \(2015\)](#) | House Districts: [114](#) and Senate Districts: [46](#)

Planning consultant: Kostelec Planning | MPO: [French Broad River MPO](#)

The potential of Black Mountain: “Nestled against the backdrop of the Black Mountains and Mt. Mitchell, the community of 8,000 residents is also located in one of the most desirable areas for bicycling in the United States, (p.[2](#))”

Existing conditions (bicycle infrastructure map on p.[30](#))

- **The most prominent feature in the town’s existing network is the 1-1/2-miles of greenway.**
- Currently there are **no dedicated on-street bicycle lanes or shared lane markings** within the community.
- The signed Depot-to-Depot route through Black Mountain helps bicyclists find their way from the Old Train Depot to the Point Lookout trail, which is a 3.5- mile multi-use trail that begins near the Buncombe/ McDowell County line and proceeds east to Old Fort along the old US 70 right-of-way. The town’s **greenway system generally consists of 10-foot wide paved trails** with soft shoulders or grass buffers between the trail’s edge and nearby trees or creeks.
- **Bicyclists are prohibited from riding the trails around Lake Tomahawk.**
- Blue Ridge Road has wider-than normal shoulders from NC 9 to the I-40 underpass. In some sections these shoulders may be considered bikeable, but **they generally lack the adequate width (5-feet) to make them bikeable based on NCDOT’s design guidelines** that note bikeable shoulders should be at least 5-feet wide when adjacent to vehicles along a route with a posted speed limit between 35 and 45 mph.



Black Mountain Bike Plan (2015)

Community feedback

Top 5 barriers that discourage survey respondents from bicycling more often (p.108):

1. Lack of bicycle lanes or paved shoulders
2. Lack of separated paths or greenways
3. High speed traffic
4. Unaware or inconsiderate motorists
5. Narrow lanes

Top destinations by bicycle (p.110):

- 82% of respondents would like to be able to access Downtown by bike.
- 60% would also like to be able to access the businesses between Old US 70 and US 70 (e.g. Dynamite Coffee).
- Lake Tomahawk (75%) the Recreation Park (63%) were the second and third most popular bicycling destinations.

Priority projects (full list on p.33)

1. **RiverWalk Greenway Phase 2**, Flat Creek Greenway to RiverWalk Dog Park - (Multi-Use Trail)
2. **RiverWalk Greenway Phase 3**, Dog Park to In the Oaks Trail via Swannanoa River - (Multi-Use Trail)
3. **Montreat Rd (NC 9) from State St (US 70) to Montreat limits** - (Shared Lane Marking/Signage)
4. **State St (US 70), from Cragmont Rd to Ridgeway Ave** - (Shared Lane/Bike Lane)
5. **State St (US 70), from west Town Limit to Cragmont Ave** - (Shared Lane Marking/Signage)

Potential funding sources listed on p.105

Related plans

- [Black Mountain Greenway Master Plan \(2019\)](#)
- [Black Mountain Pedestrian Transportation Plan \(2015 Update\)](#)
- Additional Town plans [here](#)



Black Mountain Pedestrian Transportation Plan (2015 Update)

*“We see **Black Mountain** as one of the most walkable communities in the region. We see the entire community, from school-aged children to senior citizens, out walking in the normal course of each day’s activities. Sidewalks border nearly every street, and are connected to a community wide network of trails, walking paths, and bikeways. In most parts of town, speed limits are kept purposefully low and are strictly enforced. Reliable bus and passenger train services support the pedestrian and cut down on the use of cars, thereby alleviating traffic congestion.”*



Black Mountain Pedestrian Transportation Plan Update (2015)

[Black Mountain Pedestrian Transportation Plan \(2015 Update\)](#) | House Districts: [114](#) and Senate Districts: [46](#)

Planning consultant: [Greenways, Inc.](#) | MPO: [French Broad River MPO](#) | [Government website](#) | County: Buncombe

Plan goals (full list on p. [1-7](#)):

1. **Improve connectivity** across Town by filling sidewalk gaps.
2. **Create a cohesive network** that provides accessibility for residents throughout Town and connects different land uses.
3. **Expand greenway system** as a means for connecting to parks, open space, and schools and increasing recreation options along stream corridors.
4. **Promote safe walking opportunities** for all users in Black Mountain including those with disabilities – Focus on improving pedestrian safety near schools, commercial areas, major corridors, and downtown.
5. **Improve unsafe intersections and crossings** throughout Black Mountain.
6. **Develop policies and ordinances** that guide pedestrian-friendly growth, require developers to construct pedestrian facilities, encourage mixed-use, but also respect the local topography and environment.





Black Mountain Pedestrian Transportation Plan Update (2015)

Existing conditions:

- Throughout Black Mountain, **there is a lack of connectivity in its sidewalk network.** The immediate downtown and areas radiating out from downtown mostly have adequate sidewalk connectivity. However, sidewalk gaps or missing sidewalks can be found in several areas of Town. (p.[2-5](#))
- Three off-road walkway facilities exist throughout Town with a fourth in development. **These are not all well connected to other pedestrian facilities within Town.** The Lake Tomahawk Trail is the most popular around Lake Tomahawk with residents getting exercise. Still, many residents have to drive to the Lake's parking lot to walk there. (p.[2-6](#))
- **Many intersection crosswalks in Black Mountain have no markings and those that do are simple and not as noticeable** with only two solid parallel lines. In some cases, sight distance is inadequate, curb radii are too wide, and curb ramps are not found... Many intersection crosswalks in Black Mountain have no markings and those that do are simple and not as noticeable with only two solid parallel lines. In some cases, sight distance is inadequate, curb radii are too wide, and curb ramps are not found. (p.[2-7](#))

Community feedback:

- **88%** said it is "Very Important" to create a walkable community. (p.[A-3](#))
- **97.1%** said that public funds should be "used to improve pedestrian options and facilities." (p.[A-4](#))
- **Top 3 factors that discourage walking** are: **1) Lack of sidewalks and trails, 2) Traffic, and 3) Pedestrian unfriendly streets and land uses.** (p.[A-9](#))
- **Top desired walking destinations** are: **1) Trails and greenways, and 2) Parks** (p.[A-8](#))



Black Mountain Pedestrian Transportation Plan Update (2015)

Priority projects (p.[5-4](#))

Top 3 pedestrian network segments

1. NC 9, Blue Ridge Road to Sutton Avenue - Double Side
2. US 70, Padgettown Road to NC 9/Broadway Street - Single/Double
3. Dougherty Street, Connally Street to Black Mountain Avenue - Single/Double

3 greenway projects

1. **Community Garden Trail Community Gardens Oaks Trail**, 1000 ft. - Paved Multi-use
2. **Primary School Trail Primary School Cotton Avenue**, 2700 ft. - Paved Multi-use
3. **Grey Eagle Trail NC 9 Oaks Trail/Gray Eagle**, 3500 ft. - Paved Multi-use

Program and policy recommendations:

- The Town of Black Mountain should encourage the **development of a local pedestrian advocacy group** and a variety of safety materials for distribution. (p.[4-2](#))
- Agency staff and members of local planning and review boards should participate in annual training sessions on **integrating pedestrian travel into all projects**. (p.[4-2](#))
- An educational component to the pedestrian network could be added by **developing historical, cultural, and environmental themes for the facilities**. This idea can be adapted to **create walking tours** throughout the Town, using signage, to identify the events, architecture, and landmarks that make the Town of Black Mountain unique. (p.[4-3](#))
- Programs can be adopted by parents or the schools to **provide initiatives for walking or biking**. (p.[4-6](#))

**Potential funding sources listed in [Appendix D](#)*



Blue Ridge Bike Plan (2013)

“The purpose of the Blue Ridge Bike Plan is to identify and define improvements to both create and enhance a regional bicycle route system in Western North Carolina.”

The Blue Ridge Bike Plan has been developed for Buncombe, Haywood, Henderson, Jackson, Madison, Swain and Transylvania Counties in North Carolina.



Blue Ridge Bike Plan (2013)

[Blue Ridge Bike Plan \(2013\)](#) | **Planning consultant:** Kostelec Planning

MPOs and RPOs: [French Broad River MPO](#), [Land of Sky RPO](#) and [Southwestern RPO](#)

Plan developed to:

- better identify where limited resources can be used to benefit the most potential commuters
- connect destinations such as schools, residential areas, business centers, downtowns
- address 'hot spots' or dangerous roads and intersections; and to
- develop recommendations communities can use to improve conditions as they see fit (p.2)

Vision statement:

The Vision for the Blue Ridge Bike Plan is to help create a community in Western North Carolina where bicycling can serve to improve the physical and mental health of the community; and where people have transportation choices, stronger economic development, safer bicycling opportunities for live-work-play connections, a complete street transportation system, and less dependence on foreign oil. (p.4)



Blue Ridge Bike Plan (2013)

Feedback from communities

Top bicycle improvements for Plan's region (p.6):

- 1) Additional off-road multi-use paths (greenways) that accommodate bicyclists and pedestrians
- 2) More paved shoulders wide enough for bikes
- 3) More “sharrows,” “Share the Road” signs or other awareness-building treatments
- 4) Better bicycle accommodations on bridges (i.e. wide paved shoulders)
- 5) Better intersection designs (e.g. clearly marked crossings and stop controls)
- 6) Traffic calming and lower speed limits on important routes
- 7) Bicyclist and/or motorist safety education programs



- **Extensive priority projects list beginning on p.63**
- **Extensive list of recommendations beginning on p.108**
- **Potential funding sources beginning on p.120**



Boiling Spring Lakes Pedestrian Plan (2020)

“Boiling Spring Lakes will be a place that fosters community connectivity through multimodal transportation options, development of complete streets, and programs and policies that link City assets and resources to create a more walkable, attractive, and identifiable community.”



Boiling Spring Lakes Pedestrian Plan (2020)

[Boiling Spring Lakes Pedestrian Plan \(2020\)](#) | House Districts: [19](#) and Senate District: [8](#)

Planning consultant: AECOM | MPO: [Grand Strand Area Transportation Study](#) | [Government website](#) | County: Brunswick

Plan goals:

- 1) Improve on-road pedestrian safety**, with an emphasis on heavily used routes.
- 2) Create a network of multimodal transportation options** for active and passive recreation that will enhance connections between community origins and destinations such as schools, stores, churches, parks, and recreation areas.
- 3) Develop pedestrian projects** that make land use, development, and transportation infrastructure more resilient to potential future risks including storm events or other threats.
- 4) Educate the community** as to the benefits of pedestrian activity and applicable rules and regulations.
- 5) Provide a hierarchy of recommended pedestrian policies and programmatic support services** for a strategic action plan. Policies and development guidelines in coordination with the 2018-2023 Parks, Recreation and Open Space Master Plan, the 2017 Land Use Plan, and regulations consistent with the pedestrian master plan.
- 6) Outline funding opportunities** that provide a clear pathway to building active transportation in Boiling Spring Lakes.



Boiling Spring Lakes Pedestrian Plan (2020)

Existing conditions:

- **“The City of Boiling Springs is highly committed to preserving its natural resources for conservation and recreation.** This is reflected through the ten recreational facilities dispersed throughout the City’s boundaries.” (p.[24](#))
- **“Among the City’s top priorities are paving and repaving more city streets, maintaining the City’s small-town character, providing sidewalks along all major roads, and providing more walking paths, multi-use trails (greenways), bike routes, and pedestrian scaled lighting.** The City currently has eight leisure parks and a community garden. In addition to this recreational space, the City has approximately 6,400 acres of undeveloped land in conservation easements.” (p.[25](#))
- **“There are several existing programs within the City of Boiling Spring Lakes that promote and encourage walking.** Several groups have implemented walking programs and/or facilities for meeting such as the City’s Bicycle and Pedestrian Task Force, the Boiling Spring Lakes Community Center, the Boiling Spring Lakes Preserve Trail, South Brunswick Middle School after-school walking programs, the Brunswick Wellness Coalition’s Walk with a Doc Program, Brunswick County’s blueway and greenway trails, and Kindred At Home’s Step On It! walking program.” (p.[38](#))
- **“Currently, there are limited opportunities for walking and bicycling in Boiling Spring Lakes.** Most roadways do not have sidewalks or other pedestrian accommodations, where the local population walk in right-of-way areas or on residential streets that have lower speed limits.” (p.[26](#))
- **“Based on input from the Steering Committee, the absence of pedestrian facilities is notable and creates a dangerous environment for multimodal travel in various locations. The schools are lacking pedestrian crossings for students walking from nearby neighborhoods.** Additionally, there are many recreational and natural areas in the town that generate pedestrian activity but have no pedestrian facilities connecting to neighborhood streets.” (p.[35](#))



Boiling Spring Lakes Pedestrian Plan (2020)

Recommendations:

- 14 priority projects broken into 3 tiers (full list on p.[ES-8](#), map of projects on p.[ES-12](#))
 - Potential funding sources listed on p.[98](#)
1. **NC 87 from City Hall to Cougar Road:** Pedestrian linear and spot improvements including multiuse path, boardwalk, high visibility crosswalks, midblock crossing, turning and roundabout studies, wayfinding and lighting, and green infrastructure.
 2. **Fifty Lakes Drive:** Pedestrian linear and spot improvements including multiuse path, advance yield signage, traffic calming study, wayfinding and lighting, and green infrastructure.
 3. **NC 87 to City Limits (South):** Pedestrian linear and spot improvements including multiuse path and wayfinding.
 4. **Alton Lennon Drive:** Pedestrian linear and spot improvements including multiuse path, midblock crossings, advance yield signage, wayfinding and lighting, and green infrastructure.
 5. **Cougar Road:** Pedestrian linear and spot improvements including sidewalk, high visibility crosswalk, turning radii reduction, traffic calming study.



Related plans:

- [Boiling Spring Lakes Comprehensive Land Use Plan \(2017\)](#)
- [2018-23 Boiling Spring Lakes Parks, Recreation and Open Space Master Plan](#)
- [Brunswick County Comprehensive Transportation Plan](#)



Boiling Springs Pedestrian Plan (2006)

“The Town’s vision, which guides this Pedestrian Plan, is one of a thriving community that gives its residents opportunity to visit local businesses and attend activities without having to own or entirely depend upon an automobile—providing viable alternatives to driving.”



Boiling Springs Pedestrian Plan (2006)

[Boiling Springs Pedestrian Plan \(2006\)](#) | House Districts: [111](#) and Senate Districts: [44](#) | [Government website](#)

Planning consultant: [Centralina Council on Governments](#) | MPO: [Gaston-Cleveland-Lincoln MPO](#) | County: Cleveland

Plan goals:

- 1) **Walkability and connectivity become guiding principles for decision-making**, so that walking becomes a real option as a transportation choice.
- 2) **Pedestrian safety is a top priority**, so that pedestrians can feel safe accessing the downtown business district, and when using other facilities in Town.
- 3) **Pedestrian facilities are accessible** to all persons in the community.
- 4) **Attractive pedestrian facilities, both hard-surfaced and pervious, are used to link significant destinations**, so that all significant destination points are accessible by foot as well as vehicle. Amenities are provided so that walking is not seen as “the last alternative” but the “preferred alternative” to reach points within walking distance.
- 5) **The Boiling Springs pedestrian network is linked**, where appropriate, to larger county and regional networks.
- 6) **The Boiling Springs Pedestrian Plan provides a clear “road map”** of where, when, and how the Town proceeds to make improvements to its pedestrian facilities, to achieve the aforementioned goals.
- 7) **Boiling Springs signals to visitors and residents alike** that it is the kind of community that anyone might choose to live in if they could.



Boiling Springs Pedestrian Plan (2006)

Existing Conditions:

- **Boiling Springs has accomplished a great deal to accommodate pedestrians through various improvement projects.** Newer construction around Town also features pedestrian amenities. (p.[2-1](#))
- The emerging street network in Boiling Springs and the size of the undeveloped tracts in its core area make Traditional Neighborhood Development (TND) patterns a realistic possibility for the Town. **Such a pattern** would support increased commercial growth within the Town limits, would tend to mitigate against sprawl, and **would work toward a highly walkable community.** (p.[2-2](#))
- **Gardner-Webb University campus is highly pedestrian** in its arrangement and scale. **It is interconnected with well-used paths** serving students and faculty. Campus paths also provide additional pedestrian linkages and recreational walking opportunities for the Town. (p.[2-4](#))
- Sidewalks currently line portions of Main Street and College Avenue... They remain in fairly good condition but are **frequently interrupted by utility poles and other obstructions.** (p.[2-3](#))
- **A bike lane from the Town to the Greenway has been constructed along Highway 150.** Though this designated bike lane appears to meet North Carolina bicycle facility design guidelines, **many bicyclists, particularly families with children, consider the bike lanes to be unsafe due to the high-speed traffic along NC 150 and heavy truck use.** (p.[2-5](#))
- **Numerous unsafe and uninviting conditions exist for pedestrians within the Town, particularly in central areas most frequented by pedestrians.** To date, very few serious accidents have occurred involving pedestrians, but as the population of both the Town and the University grow the potential for such accidents also increases, particularly with the high percentage of less experienced University student drivers. (p.[2-5](#))



Boiling Springs Pedestrian Plan (2006)

Recommendations:

- Priority project list beginning on p.[3-14](#)
- Potential funding sources listed on p.[4-4](#)

Related plans:

- [Boiling Springs Land Use Plan \(2009\)](#)
- [Boiling Springs Downtown Master Plan and Corridor Study \(2020\)](#)
 - “Obstacles currently facing pedestrian and bicycle travel include: Utility poles that create a negative impression of the streetscape and impede sidewalks, ADA-accessibility challenges, Perception of safety and lack of separation from cars, Lack of streetscape amenities (lighting, landscaping, shade trees, etc.), Lack of well-defined routes/fragmented sidewalk network.



Boone Pedestrian and Bicycle Plan (2014)

***“We will have a vibrant, attractive, walkable, bikable and transit-friendly community that is financially, socially, and environmentally sustainable.”
- Boone 2030 Land Use Plan (2009)***



Boone Pedestrian and Bicycle Plan (2014)

[Boone Pedestrian and Bicycle Plan \(2014\)](#) | House Districts: [93](#) and Senate Districts: [47](#)

Planning consultant: [Alta Planning + Design](#) | RPO: [High Country RPO](#) | [Government website](#) | County: Watauga

Potential project funding sources in [Appendix D](#)

Existing Conditions

- Boone walking map on p.[2-2](#) and bike map on p.[2-3](#)
- “Throughout the year, **Boone has as many as 30,000-40,000 visitors each weekend** who come to watch ASU football games in the fall, escape the summer heat, or enjoy local ski resorts in the winter. While this level of activity and interest in the Town of Boone is beneficial, it also **puts pressure on local traffic conditions, making alternative transportation infrastructure a crucial component** in meeting the needs of both residents and visitors.” (p.[2-1](#))

Community Feedback (p.[2-28](#))

The Walk Boone public comment form received over 340 responses.

- More than 96% of respondents rated **current pedestrian conditions** in Boone as “Fair” (55.86%) or “Poor” (41.95%), and over 98% responded that it was “Very Important” (78.20%) or “Somewhat Important” (20.44%) to improve walking conditions in Boone.
- The large majority (91.48%) **would walk more often** if sidewalks, trails, and safe roadway crossings were provided for pedestrians.
- The **factors that were most frequently identified as discouraging walking** were a lack of sidewalks and trails (85.01%), pedestrian unfriendly streets and intersections (69.16%), and automobile traffic and speed (63.40%).



Boone Pedestrian and Bicycle Plan (2014)

Current strengths and barriers:

Pedestrian Facilities

Current key strengths include (p.2-22):

- Approximately 12.6 miles of sidewalk, mainly along major thoroughfares and in the Downtown Business District
- Approximately five miles of greenway trails, mainly along the South Fork of the New River and its tributaries
- Numerous traffic calming devices
- Crosswalks throughout majority of the Downtown Business District

Current key strengths include (p.2-23):

- Sidewalk gaps on major roadway corridors
- The current trail system does not connect with ASU, Downtown, and many neighborhoods
- General lack of sidewalks overall, other than on major thoroughfares and the Downtown area

Bicycle Facilities

Current key strengths include (p.2-24):

- Approximately five miles of greenway, mainly along the South Fork of the New River and its tributaries in a beautiful rural setting
- Bicycle lanes currently exist on US-421/E. King Street between Hardin Street and Old E. King Street, on Wilson Drive, on Rivers Street, and on US-321/Hardin Street between Rivers Street and NC 105

Current key strengths include (p.2-25):

- Other than the bicycle lanes along US-421, Wilson Drive, Rivers Street, and US-321/Hardin Street, and the portion of the Boone Greenway Trail that travels alongside the roadway, the Town has no on-road bicycle facilities linking destinations



Boone Pedestrian and Bicycle Plan (2014)

Bicycle Recommendations:

Bicycle Facilities

Short-term recommendations - map p.[3-9](#)

- “The proposed short-term network facility recommendations include bicycle lanes, a bicycle lane transit bypass, paved shoulders, shared lane markings (sharrows), and a woonerf that together will make it possible for bicyclists to more safely and comfortably travel throughout town.” (p.[3-6](#), also includes specific projects)

Long-term recommendations - map p.[3-13](#)

- “As Boone continues to grow, roads will be widened and development density will increase. These are ideal opportunities to ensure that safe and adequate bicycle facilities are included in the re-design of current roadways and in all future development.” (p.[3-11](#), also includes specific projects)

Top 10 Priority Bicycle Projects

1. US-321 Bicycle Lanes
2. King Street/US-421 Climbing Lane + Sharrows
3. US-421 Bicycle Lanes
4. King Street Shared Lanes/Sharrows
5. US-421 Paved Shoulders
6. US-321 Shared Lanes/ Sharrows
7. NC 105 Bicycle Lanes
8. Rivers Street Shared Lanes/Sharrows
9. US-321 Shared Lanes/ Sharrows
10. NC 105 Shared Lanes/ Sharrows

Cutsheets beginning p.[3-16](#)

Complete list on p.[3-40](#)



Brevard Comprehensive Pedestrian Plan (2018 Update)



Brevard Comprehensive Pedestrian Plan (2018 Update)

[Brevard Comprehensive Pedestrian Plan \(2018\)](#) (update to 2006 Plan) | House Districts: [119](#) and Senate Districts: [50](#)

Planning consultant: [McGill Associates](#) | RPO: [Land of Sky RPO](#) | [Government website](#) | County: Transylvania

Related plans:

- [Brevard 2030 Comprehensive Land Use Plan](#)
- [Brevard Downtown Master Plan and Streetscape Design](#)
- [Transylvania County/City of Brevard Parks & Recreation Master Plan](#)

Plan goals and objective:

“The long range goal for pedestrian facilities within Brevard is that **pedestrians will be able to safely and efficiently walk from any pedestrian generator to any destination.** In the more immediate term, pedestrians should be able to safely walk on existing facilities, and key destinations such as schools should be linked with large pedestrian generators such as residential neighborhoods. By providing a greater number of safe and accessible walkways, it is anticipated that **people who currently prefer using motorized transportation will look more positively at walking** to destinations rather than traveling by automobile. In addition, **the provision of pedestrian facilities improves the quality of life and livability of an area. New residents will be attracted to the area, as will businesses, so economic development will also increase.**” (p.[3](#))



Brevard Comprehensive Pedestrian Plan (2018 Update)

Community feedback and existing conditions:

- **The presence of fast traffic (52%) is the most popular reason for not walking more.** Other popular reasons include too many cars (43%), unsafe street crossings (35%), no nearby sidewalks (35%), too busy (34%), and unsafe or poorly maintained sidewalks (29%). (p.9)
- Users rated availability of sidewalks (92%), keeping a safe distance from traffic (92%), easy access to safe street crossings (89%), speed of traffic (87%), and reasonable distance to destinations (81%) as **the five most important factors in their decisions to walk.** (p.9)
- “A spreadsheet of existing sidewalk facility conditions can be found in [Appendix B](#). Standards were met when all of the facilities were built, but some of those standards have changed. **Sidewalk segments that do not meet current standards need to be updated**, but building sidewalks in some areas that currently have no pedestrian access is often a higher priority. **All curb ramps must be updated to ADA standards so that facilities can be used by all pedestrians.** Crosswalks at busy intersections that are not marked should be painted when pedestrian signals are installed.”





Brevard Comprehensive Pedestrian Plan (2018 Update)

Recommendations:

- **“Sidewalks should be required in conjunction with any new development or redevelopment of property within the city limits.”** (p.[46](#))
- “At roadway intersections where pedestrians may not be expected or where there are a large number of users, **painted crosswalks that are visible to drivers should be used. Pedestrian activated signal heads should also be provided** at intersections where there is a large number of pedestrian users, special user groups, and/or a large volume of vehicular traffic.” p.[27](#)
- **“Concrete sidewalks provided for pedestrian use should be wide** enough to allow two pedestrians to comfortably pass each other and should be far enough from vehicular traffic so that pedestrians feel secure.” p.[27](#)
 - Priority project list p.[29](#)

“Multi-use paths account for the majority of off-road pedestrian facilities.

- High priority short-term projects include Phases 2 and 3 of the Brevard Multi-use Path, a facility on Gallimore Road, and construction along Rail Road Avenue.
- Mid-range projects connect downtown to English Hills, provide a connection from English Hills to Rosman Highway, connect Rosman Highway to BHS, provide an off-road connection between downtown and the Brevard Music Center, follow Asheville Highway from Hospital Road to the Pisgah National Forest, and follow Old Hendersonville Highway from Chestnut Street to Ecusta Road.” p.[29](#)
 - Priority project list p.[29](#)

Potential project funding opportunities list on p.[31](#)



Bryson City Pedestrian Plan (2007)

“The Bryson City Comprehensive Pedestrian Plan is a tool to create a more pedestrian friendly town through recommended programs, policies, and plans. The benefits of this plan include improved air quality, a healthier and more physically active population, reduced traffic congestion, and improved pedestrian safety for children and the elderly.”



Bryson City Pedestrian Plan (2007)

[Bryson City Pedestrian Plan \(2007\)](#) | House Districts: [119](#) and Senate Districts: [50](#)

Planning consultant: The Louis Berger Group, Inc. | RPO: [Southwestern RPO](#) | [Government website](#) | County: Swain

Goals and outcomes

- “Overall, the main goal for the pedestrian plan is to, in the long term, **have sidewalk on all streets in the town**. This goal should be achieved by implementing projects, programs, and policies that construct sidewalk in town starting from work in the downtown and spreading out into the whole of Bryson City.” p.[1-2](#)
- “The results of the Plan will be **safe, accessible facilities and programs and policies that encourage residents and visitors alike to walk**, rather than drive, around town.”p.[1-1](#)

Existing infrastructure

- “Bryson City has over 3.76 miles of sidewalk in the town and approximately 22 miles of roadway for vehicles.” p.[2-6](#) (map on p.[2-7](#))



Bryson City Pedestrian Plan (2007)

Recommendations

Programs (p.6-1)

- Walkabout/Historic Walking Tour (Encouragement and Education)
- Safe Routes to School Program (Encouragement)
- Crosswalk/Traffic Safety Stings (Enforcement)
- Promotional/educational materials (Education)
- Spot Improvement and Maintenance Programs (Engineering)

Policies (p.6-5)

- All roads in Bryson City shall have sidewalk.
- Require new development to construct sidewalk and connect to existing sidewalk.
- Consider requiring new development to set aside land for greenways.
- Require all new signals to include pedestrian signal heads and crosswalks.
- Assure Safe Pedestrian Access through Parking Lots.
- Encourage mixed-uses and other pedestrian-friendly developments.

Priority projects

- [Short term](#) (0-5 years)
- [Mid-term](#) (6-10 years)
- [Long term](#) (10+ years)

Potential funding sources listed in [Section 8](#)



Burnsville Comprehensive Pedestrian Plan (2006)

[Burnsville Comprehensive Pedestrian Plan \(2006\)](#) | House Districts: [85](#) and Senate Districts: [47](#)

Planning consultant: [McGill Associates](#) | RPO: [High Country RPO](#) | [Government website](#) | County: Yancey

New bicycle and pedestrian plan [in process](#) with VHB



Burnsville Bicycle and Pedestrian Project Acceleration Plan (2022)

“The Town of Burnsville is a community with approximately 1,600 residents, and is located in Yancey County, 27 miles north of Asheville and 14 miles west of Spruce Pine. The Town is served by US 19 East that serves as the main thoroughfare corridor and connects to Mars Hill and I-26 corridor to the west and Spruce Pine to the east.”

“The Burnsville Bicycle and Pedestrian Project Acceleration Plan will support the long-term vision of a more pedestrian and bicyclefriendly Burnsville where residents and visitors of all ages and ability can walk and bicycle safely. The Plan will create a more interconnected Town linking key destinations and promoting active transportation. The Burnsville Bicycle and Pedestrian Acceleration Plan will identify a short list of highest priority bicycle Public Engagement Event Flyer and Survey Link Were Shared through the Town’s Social Media 31 Burnsville Bicycle and Pedestrian Project Acceleration Plan Draft Report and pedestrian projects for the Town to work on implementing in the next 5 – 10 years in coordination with partner agencies.”



Burnsville Bicycle and Pedestrian Project Acceleration Plan (2022)

[Town of Burnsville Bicycle and Pedestrian Project Acceleration Implementation Plan](#) | House Districts: [85](#) and Senate Districts: [47](#)
Planning consultant: [McGill Associates](#) | RPO: [High Country RPO](#) | [Government website](#) | County: Yancey

Plan Goals and Objectives:

- ***“Expanding the existing sidewalk and bicycle network in the downtown core is one of the goals of the Town of Burnsville.” -pg 11***
- ***Improve bikeability and walkability score- pg. 12***

Related Plans:

Burnsville Comprehensive Pedestrian Plan (2006)
Burnsville Comprehensive Land Use Plan
High Country Regional Bicycle Plan
Yancey County Comprehensive Transportation Plan
Appalachian High Route Hiking Trail

Community Feedback:

“The Town can use surveys and other similar feedback mechanisms as tools to gauge community-wide acceptance and understanding of new projects; needs and interests for other future projects; and other community concerns that may be addressed through Encouragement and Education programming. The Town should work with stakeholder groups who reach broad audiences to help disseminate survey tools and collect feedback. This Plan demonstrated the Town’s outreach through electronic surveys was capable of reaching hundreds of residents from across the Town”



Burnsville Bicycle and Pedestrian Project Acceleration Plan (2022)

Existing Conditions:

- *“According to the 2019 ACS 5-year estimates, an estimated 7.1% of Burnsville residents walk or bike to work...”- pg. 8*
- *“...An an estimated 13.1% of households do not have access to a vehicle which is higher than the State average”- pg. 8*
- *“Some of the challenges to walking and bicycling include a lack of dedicated on-road bicycle facilities outside of the US 19E corridor, a lack of sidewalks on many streets connecting to the downtown core including sections of East Main Street, Court Street and Academy Street, a lack of sidewalks on key roadways connecting to affordable housing locations and other key destinations.”- pg. 10*
- *“Bicycle facilities are currently lacking except along US 19E. US 19E is a four-lane median-divided facility and features sidewalks and bicycle lanes through Burnsville added as part of a roadway widening project completed in 2015”- pg. 11*

Recommendations:

- *“53 bicycle and pedestrian facility projects were identified. Of these projects, 35 are linear facilities and 18 are crossing, intersection, or ADA compliance projects.” -pg. 33*
- *“24 recommended sidewalk projects, two sidewalk and multi-use path projects, two sidewalk and bike lane projects, one bicycle lane project, one bike sharrows project, one lighting improvement, one multi-use path project, one shared street project, one unpaved trail, and one roadway traffic calming project.”- pg. 33*
- *Create Educational Programs: “Educational outreach should also extend to drivers of motor vehicles as well. Awareness of pedestrians and bicyclists is a skill that is learned and can be improved upon with active engagement.” -pg. 74*
- *“Local businesses and Town departments can all play a role in encouraging pedestrian and bicycle activities through a variety of local opportunities and incentives. Increasing the amount and coverage of encouragement programs were highly recommended from the community outreach.”- pg.86*



Butner Pedestrian Transportation Plan (2011)

“Butner is a walkable and vibrant community, where pedestrians of all ages are provided with safe infrastructure, connectivity, safety, and access to destinations, and where walking is an accepted form of both transportation and recreation.”



Butner Pedestrian Transportation Plan (2011)

[Butner Pedestrian Transportation Plan \(2011\)](#) | House Districts: [32](#) and Senate Districts: [18](#)

Planning consultant: [Greenways, Inc.](#) | MPO: [Capital Area MPO](#) | [Government website](#) | County: Granville

Plan goals (p.2)

- 1) Make pedestrian **infrastructure and safety a priority** for the Town of Butner.
- 2) Address the needs of **both bicyclists and pedestrians**.
- 3) Provide **sidewalk connectivity** throughout all of Butner.
- 4) **Improve pedestrian roadway crossings** especially in the downtown, shopping areas, and school areas.
- 5) **Control and enforce traffic speeds** to create a calmer walking environment.
- 6) Provide safe pedestrian facilities, treatments, and programs to make it safe for children to walk to school.
- 7) Develop **education and encouragement programs** to facilitate safe walking.
- 8) Provide for pedestrian user groups of **all ages**.
- 9) Provide walkways for **both transportation and recreation needs**.
- 10) **Connect** to long-term regional trail projects such as the East Coast Greenway and Mountains- to- Sea Trail should be further explored.
- 11) **Collaborate** with local and regional partners such as the Granville Greenways, Live Well Granville, and NCDOT.
- 12) Create a more economically vibrant community, partly through making Butner more attractive and walkable.
- 13) Follow a **“Complete Streets”** approach with new development and existing development retrofits.



Butner Pedestrian Transportation Plan (2011)

Existing conditions (beginning p.15)

- “**Pedestrian facilities are deficient across the Town of Butner.** There are existing sidewalks and crosswalks in some locations, but these do not connect the vast majority of residents and some are in need of improvements.
- “There are **no sidewalks along major roadway corridors** such as B Street, C Street, most of D Street, E Street, F Street, and NC 56.”
- “The majority of roads, with the exception of portions of Central Avenue, **lack curb and gutter features.**”
- “Most intersections are either lacking pedestrian crossing treatments or are deficient in crossing treatments.”
- “Safe crossings are lacking or are inadequate across the major roadway corridors”
- “There have been **several pedestrian crashes** in the area within the past ten years.”
- “**At the time of this study, three key sidewalk and greenway projects are funded with design/construction underway.** (See [Map 2.7](#) for their location)”





Butner Pedestrian Transportation Plan (2011)

Recommendations:

- “The recommended **sidewalks** in Butner aim to expand upon the existing sidewalks ([Map 3.1, page 25](#)).”
- “Several pedestrian improvements are located at **roadway crossings**. (Map 3.1, [page 27](#), and Table 3.1, page [28](#)).”
- “**Greenway trails** in Butner should be integrated with and serve as an off-road extension of the on-road pedestrian network. Proposed greenway trail corridors for Butner are illustrated on [Map 3.1, page 25](#).”
- **Priority projects beginning on p.32**
- **Encourage children to walk to school**, safely, through a combination of programs, listed under encouragement resources
- Establish **awareness days** and promote International Walk to School Month
- Encourage the establishment of **walking clubs**
- Use pedestrian facilities, particularly trails, to promote causes and hold special events for causes
- Utilize future greenways for artwork and plantings

- The Town of Butner should support the creation of local **bicycle and pedestrian advocacy group**.
- The Town of Butner should consider sponsoring a training session for pedestrian design/review.
- Create a **self-guided walking tour** of historical/cultural sites.
- Establish outdoor classrooms utilizing **interpretative signage** in open space, parks, and on future trails.
- Download a variety of safety materials for distribution to various age groups and at multiple events and locations
- Local police should use targeted enforcement to focus on key issues such as motorists speeding, not yielding to pedestrians in crosswalks, parking on sidewalks, etc

Related plans:

- [Granville County Comprehensive Transportation Plan \(update in progress\)](#)
- [Butner 2020 Comprehensive Land Use Plan \(2009\)](#)
- [Butner 2040 Plan \(in progress\)](#)



Canton Bike and Ped Plan (2019)

The overarching goal of this plan is that the Town of Canton's transportation system will connect people to places through a complete system of greenway, bicycle, and pedestrian networks. By enabling more bicycle and foot traffic, residents and visitors will choose active transportation because it will be as convenient and practical as driving a car.



Canton Bike and Ped Plan (2019)

[Canton Bike Ped Plan \(2019\)](#) | House Districts: [118](#) and Senate Districts: [47](#)

Planning consultants: [J.M. Teague and Chipley Consulting](#) | RPO: [Land of Sky RPO](#) | [Government website](#) | County: Haywood

Existing conditions

- **“Generally, more sidewalks are present in the older parts of town.** Improvements may be desired in ramp design, crossing signals, or width, but the downtown provides a pleasant walking experience - new improvements to midblock crossings, street tree plantings, bulbouts, and other pedestrian features have made a visible improvement to an already adequate infrastructure downtown. **However, one doesn’t have to walk far from downtown before the walking environment deteriorates.”** (p.[61](#))
 - *Sidewalk infrastructure map on p.[62](#)*
- “As previously mentioned, **there are no existing exclusive bicycle facilities in Canton,** but there are active riding groups who travel the rural roads in Haywood County and through its town centers and neighborhoods.” (p.[61](#))
- “Bicycling is also a popular activity on the Pigeon River Greenway which connects Canton Rec Park and Canton Middle School, and almost reaches Pisgah High School. **The greenway connects to Main Street in downtown Canton.**” (p.[61](#))



Canton Bike and Ped Plan (2019)

Community feedback (p.23)

The primary factors that discourage respondents from walking in Canton are:

- Lack of sidewalks (47.8%)
- Lack of greenways/trails (47.8%)
- Few destinations within walking distance (39%)
- Dangerous motorist behavior (39%)

The improvements that would encourage the greatest number of respondents to walk more often are:

- More sidewalks to places I want to walk (60%)
- More greenways / trails (60%)
- Better maintenance of existing sidewalks (45%)

The most popular destinations to which respondents currently walk are:

- The house of a friend or family member (58%)
- Downtown destinations (41.7%)
- Social events/entertainment (37.5%)

If it were safer and more convenient:

- The vast majority (86%) of respondents say they would bicycle for recreation/fitness more often, with an emphasis on trails and greenways.
- Over 1/3 of respondents would bicycle more often for social opportunities/events.
- Over 1/4 of respondents said they would commute to work by bicycle and ride their bike to shop and run errands.



Canton Bike and Ped Plan (2019)

Recommendations

Exhibit 4-4: Project Ranking, Type, & Points

Rank	Project	Type of Improvement	Points	Page #
1	Reed Street Bike Lanes	Bicycle	84	76
2	Sorrells Street Sidewalk	Pedestrian	81	78
3	Sorrells Street Sidepath	Bicycle & Pedestrian	81	80
4	Pisgah High School Pedestrian Improvements	Pedestrian	80	84
5	Penland Street Bike Lanes	Bicycle	78	86
6	Park Street Bike Lane	Bicycle	77	88
7	Main Street/Bridge Street Sharrows	Bicycle	76	92
8	Penland Street Sidewalk	Pedestrian	76	94
9	Old Clyde Road (SR 1523) Sidewalk	Pedestrian	75	96
10	Old Clyde Road (SR 1523) Sharrows	Bicycle	74	98

- Full list of the 68 ranked priority projects listed beginning on p.[65](#)
- Potential funding sources listed beginning on p.[259](#)

Related plans

- [Canton Land Use Plan creation in progress](#)
- [Haywood County Recreation Master Plan \(2007\)](#)



Cape Fear Regional Bicycle Plan (2017)



“Bicycling is a safe and accessible form of transportation and recreation for residents and visitors in the Cape Fear Region. Key destinations are served by well-connected bikeways, increasing tourism and promoting economic development. Bicycling, as a means of recreation and transportation, enhances the health and well-being of people and communities throughout the region.”



Cape Fear Regional Bicycle Plan (2017)

[Cape Fear Regional Bicycle Plan \(2017\)](#) |

Planning consultant: [Alta Planning + Design](#) | **RPO:** [Cape Fear RPO](#)

Counties: New Hanover, Brunswick, Columbus, Pender, Bladen, Sampson, and Onslow

Plan Goals (p.7)

- 1. Increase Transportation Choices:** Improve connectivity of the bicycle network while increasing accessibility to transit and key destinations throughout the region.
- 2. Improve Safety for All Bicyclists:** Improve the quality and safety of bicycling through new infrastructure, policies and programs, for all types of bicyclists.
- 3. Improve Health and Well-being of Communities:** Improve health and wellness by increasing access to bikeways, thereby offering more opportunities for recreation, active transportation, and physical activity.
- 4. Create Value & Generate Economic Activity:** Promote bicycle-related tourism and economic development, thereby increasing quality of life in the Cape Fear Region.





Cape Fear Regional Bicycle Plan (2017)

Community feedback results

“How do you rate present bicycling conditions in the Cape Fear region?”

- Poor (40%)
- Fair (50%)
- Excellent (9%)

“How important to you is improving bicycling conditions in the Cape Fear region?”

- Very important (85%)
- Somewhat important (12%)
- Not important (3%)

“Would you bike more often if more bicycle lanes, trails, and safe roadway crossings were provided for bicyclists?”

- Yes (97%)
- No (3%)

“What factors discourage biking?” Top 4 reasons are (p.55):

- **1) Lack of bicycle lanes, shoulders, or paths, 2) High speed traffic, 3) Narrow lanes, and 4) Traffic volume**

“Should public funds be used to improve bicycling facilities?”

- Yes (96%)
- No (4%)



Cape Fear Regional Bicycle Plan (2017)

Recommendations

- [Concept map of municipalities and corridors](#)
- **“A diverse mix of new bicycle infrastructure is recommended** for the proposed network of on-road and off-road routes throughout the region... Due to the largely rural nature of the study area, and the long distances between many destinations, the focus of much of the routing for this plan is on rural roadways with low traffic volumes. These would generally be **signed bike routes, ideally with paved shoulder improvements**, but most likely with little to no changes to the existing roadways, other than signage. Still, **bicycle facilities such as bike lanes, paved shoulders, and sidepaths (a type of shared use path along a roadway) are recommended in many areas, such as in cities and towns**, where traffic volumes are higher and where more diverse cycling groups need to be accommodated” (p.[72](#))
- Potential funding sources listed in [Appendix B](#)

Related plans

- [Cape Fear Moving Forward: 2045 Metropolitan Transportation Plan \(2020\)](#)
- [Walk Wilmington: A Comprehensive Pedestrian Plan \(2009\)](#)
- Additional Wilmington plans [here](#)



Carolina Beach Bicycle Multi-Use Transportation Plan (2011)

“Create a more bicycle multi-use path friendly environment and provide interconnectivity to the various town destinations.”



Carolina Beach Bicycle Multi-Use Transportation Plan (2011)

[Carolina Beach Bicycle Multi-Use Transportation Plan \(2011\)](#) | House Districts: [19](#) and Senate Districts: [7](#)

Planning consultant: [McKim & Creed](#) | RPO: [Cape Fear RPO](#) | [Government website](#) | County: New Hanover

Plan goals:

The community goals for the town's biking environment include:

1. Improving safety on existing bike routes
2. Increase citizen usage of bike routes
3. Link existing bike routes
4. Expand the greenway network
5. Have the town become recognized as a resort area biking destination

Existing conditions and community feedback:

- "The town **currently has an off-road bike trail** at Snow's Cut and the Dow Road greenway trail that links Snow's Cut to the State Park. **There also is a multi-use trail** at Lake Park. Most recently, **bike lanes were added** along a portion of Lake Park Boulevard between Harper Avenue and Atlanta Avenue."
- "As was observed from the citizens input survey, **the biggest deterrent for bike users was the lack of continuous routes. Ironically, the multitude of the town's linkage nodes can contribute to a solution for this.** Continuous routes are in demand to the boardwalk / pavilion area, beach and beach access areas, Carolina Beach State Park, the central business district, Freeman Park, Mike Chappell Park, Lake Park, Recreation Center, and the local elementary school."
- Full community survey results at [Section 2 p.21](#)



Carolina Beach Bicycle Multi-Use Transportation Plan (2011)

Recommendations

- “A total of 19 miles of bicycle multi-use paths have been proposed for the town. Several types of on-road and off-road bicycle facility-types have been selected based on which facility-detail would best fit the right-of-way width and roadway characteristics... Comprehensive details can be found in Section 5.” (p.4)
- “A total of 48 projects have been identified which will contribute to a more bicycle friendly environment and will provide interconnectivity to the various town destinations.” (p.5)
 - Brief description and constraints of all 48 projects begins [here](#)
- Potential funding sources listed in [Appendix F](#)

Related plans and information

- [Carolina Beach Land Use Plan \(2020\)](#)
- [Bike-Ped Brochure.pub \(carolinabeach.org\)](#)
- [Carolina Beach Master Development Plan \(2008\)](#)
- [2017 – 2022 Parks, Recreation, and Open Space Master Plan](#)



Carolina Beach Pedestrian Plan (2018)



“The vision for this pedestrian master plan is to enhance the livability of Carolina Beach by creating an appealing, walkable environment for both residents and visitors. This Plan builds upon existing plans and prioritizes public involvement.”



Carolina Beach Pedestrian Plan (2018)

[Carolina Beach Pedestrian Plan \(2018\)](#) | House Districts: [19](#) and Senate Districts: [7](#)

Planning consultant: [VHB](#) | RPO: [Cape Fear RPO](#)

Plan goals:

Through this Plan and its process, the Town hopes to accomplish the following:

1. Promote a culture of walking and active living.
2. Enhance access to local businesses, neighborhoods, parks, and the beach by foot.
3. Emphasize the safety of pedestrians while accommodating motorized traffic in an efficient manner.
4. Create an aesthetically attractive environment that will appeal to residents and visitors.
5. Develop a framework to update this Plan in the future



“The Town has many advantages that encourage active transportation. As a beach community, it is a natural hub of recreation and social activity and encourages people to go outside and interact in community spaces. The need to build an everyday network for residents was a primary guiding principle in the Plan, as well as creating an aesthetically appealing network, safe crossings, and target both driver and pedestrian behavior.”



Carolina Beach Pedestrian Plan (2018)

Existing conditions and community feedback

- The WMPO includes **five bicycle and pedestrian improvement projects** in Carolina Beach within its fiscally-constrained metropolitan transportation plan (MTP), Transportation 2040. These projects are located on the following roadways (p.14):
 - Harper Avenue (BP-20)
 - Dow Road (BP-23)
 - Cape Fear Boulevard (BP-34)
 - Bridge Barrier Road (BP-63)
 - Clarendon Avenue (BP-69)
- “According the public survey, **over half of all respondents (51 percent) seem to be in favor of a new sidewalk in front of their house**, with 33 percent indicating that they would be opposed.”
- “The strongest support for a new sidewalk, according to survey respondents, is along Carolina Beach Avenue, Canal Drive, St. Joseph Street, Spencer-Farlow Drive, and Lake Park Boulevard.”
- “The Carolina Beach **community expressed a strong desire to improve pedestrian safety**. Many residents are willing to be more active with the support of safe, connected infrastructure, lower vehicle speeds, and encouragement programming.”
- **Some of the challenges to improving the pedestrian network in Carolina Beach include (p.16):**
 - Automobile-oriented commercial development along US 421 (Park Lake Boulevard). Wide roadways, high vehicle traffic, and densely placed driveways create conflict points between pedestrians and motor vehicles.
 - High speed limits on certain corridors, including Dow Road, Ocean Boulevard, Cape Fear Boulevard, and Harper Avenue.
 - Limited sidewalk network to core areas of downtown. Areas north of St. Joseph Street, west of Fifth Street, and south of Atlanta Avenue are rarely connected by dedicated sidewalks.
 - Limited pedestrian connections between commercial and residential locations.
 - Lack of public sidewalk facilities connecting to the beach.



Carolina Beach Pedestrian Plan (2018)

Recommendations

- **38 projects** detailed on p.[viii](#) of Executive Summary
- In addition to engineered infrastructure, strong programs and policies can help encourage and support pedestrians within the Town. **This plan includes recommendations for the other four of the five E's: encouragement, education, enforcement, and evaluation:**
 - Use encouragement programs to **strengthen culture for walking and bicycling within the community.**
 - **Take advantage of existing educational materials** from state or federal programs and tailor these to promote safety, traffic rules, and responsibilities for all roadway users.
 - **Use enforcement programs to inform all roadway users** about State or Town traffic laws and incentivizing or rewarding appropriate behavior.
 - **Establish evaluation efforts** to measure or track the performance of strategies over time, including setting goals, collecting baseline data, establishing timelines, and collecting follow up data.
- **Potential funding sources** listed in [Appendix B](#)

Related plans and information

- [Carolina Beach Bicycle Multi-Use Transportation Plan \(2011\)](#)
- [Carolina Beach Land Use Plan \(2020\)](#)
- [Bike-Ped Brochure.pub \(carolinabeach.org\)](#)
- [Carolina Beach Master Development Plan \(2008\)](#)
- [2017 – 2022 Parks, Recreation, and Open Space Master Plan](#)



Carrboro Bike Plan (2020)



“Envisioning Carrboro as a place where biking is accessible, safe, and convenient for everyone between the ages of 8 to 80.”



Carrboro Bike Plan (2020)

[Carrboro Bike Plan \(2020\)](#) | House Districts: [56](#) and Senate Districts: [23](#)

Planning consultant: [Alta Planning + Design](#) | MPO: [DCHC MPO](#)

This plan aims to: (p.2)

1. Engage an active steering committee of stakeholders to guide the planning process;
2. Develop an Equity Framework to ensure all residents are considered;
3. Recommend projects and programs that embrace the “8 to 80” vision but acknowledge difficulties that may arise with implementation;
4. Present a final plan that is a reflection of community needs and national best practices.

Existing conditions:

- “In 2010, the Town was awarded with a [Bicycle Friendly Community] silver-level designation – **the first to achieve this ranking in North Carolina.**”
- **Progress since 2009 Plan** found [here](#)
- “The Town of Carrboro is a bikeable community because of its **long-standing commitment to biking as a safe and efficient form of transportation.**”
- “While **Carrboro is one of the most bikeable places in North Carolina** today, the Town is dedicated to evaluating opportunities for improvement to ensure biking in Carrboro is safe, fun and accessible for all ages and abilities.”
- “The Town of Carrboro has a network of bicycle facilities that while fragmented, provides significant coverage to key destinations around Town. Existing greenways are found in town parks like Wilson Park and bike lanes are found along major corridors such as W Main Street and Hillsborough Road.”
 - Existing network found [here](#)



Carrboro Bike Plan (2020)

Recommendations

A number of key strategic priorities have been identified to support the infrastructure project recommendations. These are:

- **Expand Bike Parking** - High quality and convenient bike parking is needed to encourage ridership. Carrboro will work on expanding these requirements.
- **Shared Mobility Policy** - Shared Mobility is a new topic including both bikeshare and scooters. A specific policy is needed in order to be able to regulate properly the operations of shared mobility providers within Carrboro.
- **Tactical Urbanism** - A process should be developed to allow for the piloting of new infrastructure projects championed by local community members.
- **Bicycle Wayfinding** - Enhancing wayfinding for bicycle routes is an efficient and effective way to designate bicycle routes and make it easier for people on bicycles to navigate around Carrboro.
- **Safe Routes to School** - Carrboro should continue work from the 2012 SRTS plan with the aim of increasing the number of students who bike to school.

The plan ends with five key priorities to look towards as Carrboro moves into the implementation phase (p. [5-ES](#)):

1. Keep momentum on projects that are underway;
2. Use equity to inform local priorities;
3. Focus on strategic priority projects;
4. Build incrementally over time;
5. Work with partners to implement new policies.



Carrboro Bike Plan (2020)

Recommendations continued (p. [4-ES](#))

From the recommended bikeway network, the **strategic priorities** are identified based on crash data, network connectivity, demand, gap closures, racial equity, and low stress opportunities. **These are:**

- 1. Homestead Road** - A low stress facility, such as a sidepath, with crossing improvements is needed to connect the Lake Hogan Farms network with the central network. Long-term recommendations extend this path further east, into Chapel Hill.
- 2. Hillsborough Road at N Greensboro Street** - Crossing improvements such as conflict markings, curb radii modification, marked crosswalk and signalization are needed.
- 3. Shelton Street** - A contraflow lane can be used to provide connectivity from Hillsborough Road to Carrboro Elementary School. Long-term recommendations extend this connection eastward, to the Frances Shetley Bike Path.
- 4. W Main Street between W Weaver Street and Jones Ferry Road** - There is a gap in the bike lane network that needs to be filled, and can be done by reallocating existing roadway space. Long-term recommendations include additional improvements such as bike boxes, intersection conflict markings, and curb separated bike lanes.
- 5. Jones Ferry Road** - Coordination with NCDOT on the installation of a protected bike lane here can help provide a framework for installation in other parts of Town. The long-term recommendation is curb separated bike lanes in both directions.

Five other strategic priorities (not ordered) are also identified due to their ease of implementation. All of these priority projects are neighborways.: **1)** Cobblestone Drive-Colfax Road, **2)** Laurel Avenue, **3)** West Carr Street, **4)** Williams Street, **5)** Elm Street

Potential funding sources listed beginning on p. [72](#)



Carthage Bicycle and Pedestrian Plan (2018)

“Carthage Bike and Pedestrian plan will provide safe walking and biking in and around the Town to promote the health, vitality, and enjoyment of the community and provide opportunities for healthy living that will attract new growth and business to our communities.”



Carthage Bicycle and Pedestrian Plan (2018)

[Carthage Bicycle and Pedestrian Plan \(2018\)](#) | House District: [51](#) and Senate District: [21](#)

Planning consultant: [McGill](#) | MPO: [Triangle Are RPO](#)

Plan goals (p.7):

1. Improve bicyclist and pedestrian safety;
2. Improve accessibility and connectivity to community destinations;
3. Stimulate economic development;
4. Create opportunities for active and healthy lifestyles;
5. Enhance the environment and overall quality of life.

Existing conditions:

Sidewalks: Overall, the existing sidewalks in Carthage are in good condition. The major issues for the overall bicycle and pedestrian system are (full details p.23): 1) ADA accessibility, 2) Lack of sidewalks, 3) Lack of Connectors, 4) Debris, and 5) Poor repair

Intersections: “There are several busy intersections serving both vehicular and pedestrian traffic within the Town. Some intersections offer safe pedestrian facilities. However, **many other intersections within the Town require safety upgrades** like pedestrian signals, marked crosswalks, areas of refuge, tactile warning devices, curb ramps, paved paths, or a combination of these needs in order to protect bicyclists and pedestrians as they navigate near vehicular traffic.”

Barriers: “In addition to the lack of safe and complete sidewalks, curb ramps, and pedestrian crossings shown on Sidewalk Inventory/Existing Conditions Map (See Appendix C), other obstacles and barriers may prevent safe walking trips.”



Carthage Bicycle and Pedestrian Plan (2018)

Community feedback (beginning p.21):

- “Of the survey responses received, over 83% biked or walked for exercise, 71% for pleasure, 15% for other reasons while both having no car or no driver’s license received 2% of the responses. “
- “Survey participants listed uneven/broken surfaces, gaps in sidewalks (missing segments), vehicles being too close to biking/walking areas, lack of designated bike lanes and absence of marked crosswalks as their **main areas of concern for problems while trying to bike and walk in Carthage.**”
- “70% of the survey participants stated that if there were a sidewalk or shared use paths (greenways) they **would let their children bike or walk to school.**”
- “While 51% of those surveyed disagreed that getting around on foot is easy and safe 29% thought it was easy and safe.”
- “Over 92% of survey participants agreed that **Carthage needs to promote and improve the existing bicycle and pedestrian facilities**, including shared use paths (greenways), sidewalks and multi-use trails.”
- “**The majority of survey respondents reported being in favor of a tax increase to expand and bike lanes and improving other facilities in Carthage.**”





Carthage Bicycle and Pedestrian Plan (2018)

Recommendations

“Rather than recommending an extensive network of infrastructure, the Steering Committee and project consultant determined that a better approach for the Town was to break priority projects into three groups: Bicycle, Shared Use Paths (Greenways), and Sidewalks.” (p.2)

Individual projects are described in greater detail in [Section 4](#) but a few of the top projects are (p.2):

- **Greentree Shared Use Path** – Connection from Greentree Apartments to the Health Department (Greenway Project)
- **Downtown Missing Sidewalks** along Monroe Street (Sidewalk Project)
- **Paved Shoulder** from Barrett Street to Glendon Carthage Road (Bicycle Project)
- **Spot Improvements Projects:**
 - Correcting Current Bicycle Maps and Plans
 - Updating Ordinances to Support Bicycle and Pedestrian Facilities.
 - Producing Various Maps Showing Where People Can Walk and Bike in Town like the “Carthage Mural Walking Trail”
 - Installing Informational Kiosks in Downtown

*Potential funding sources listed beginning [Section 5.5](#).

Related plans

- [Carthage Land Use Plan DRAFT \(2021\)](#)



Cary Comprehensive Pedestrian Plan (2007)

“In this future Cary, the Town will provide its residents with an enjoyable, and safe, walking experience. The improvements that will have been implemented as a result of the Plan will have made walking a convenient and comfortable transportation alternative. In return, the Town should see a healthier, happier citizenry.”



Cary Comprehensive Pedestrian Plan (2007)

[Cary Comprehensive Pedestrian Plan \(2007\)](#) | House Districts: [41](#), [49](#) and Senate Districts: [16](#), [15](#)

Planning consultant: The Louis Berger Group | MPO:

Plan goals (p.1-2):

- **Goal 1. Connectivity and Accessibility.** Provide a well-connected, American Disabilities Act-compliant pedestrian network for the Town of Cary that will provide convenient and pleasant access to all major destinations, for work and play.
- **Goal 2: Health and Safety.** Develop pedestrian facilities throughout Cary that promote a healthy lifestyle and allow all residents and visitors to safely walk to destinations.
- **Goal 3:** Appearance and Attractiveness. Encourage a pedestrian system with amenities and programs that enhance the quality of life in Cary by making it more visually, socially, and culturally attractive.
- **Goal 4:** Stewardship. Create an approach to pedestrian facilities within Cary that is guided by a sense of environmental and financial stewardship.

Existing conditions

- “Most of Cary’s sidewalks are in good condition because they have been built by recent development, and therefore need little maintenance. However, **some sidewalks in older neighborhoods and downtown may be showing signs of wear and tear.** Crumbling, dislodged, cracked, or “pushed up” sidewalks are sometimes an eyesore and may be hazardous.” (p.[3-4](#))
- “Currently, **Cary has 26 miles of existing greenways, and over 160 miles of proposed greenways.**” (p.[3-6](#))
- “Most of Cary’s bus system has stops that are located on sidewalks. However, there are **some areas where there is a bus stop but no sidewalk.**” (p.[3-8](#))
- “...in 2007 the Town renewed its **Bronze designation as a Bicycle Friendly Community** with the League of American Bicyclists (LAB).” (p.[7-1](#))



Cary Comprehensive Pedestrian Plan (2007)

Community feedback

- “Council Members feel that the most important locations that should be accessible by pedestrian facilities are other sidewalks, greenways, and schools. Second in ranking were shopping centers; and least important were employment centers, transit stops, and high density residential communities.” (p.[2-13](#))
- “In the future, Council Members feel that Cary’s pedestrian system should be a seamless greenway/sidewalk system, and that there should be sidewalks on at least one side of all roads.” (p.[2-13](#))

Related plans and information

- [Cary Bike and Hike Map \(2022-23\)](#)
- [Cary Parks, Recreation & Cultural Resources Master Plan Map \(2020\)](#)

Infrastructure Recommendations

- Top priority corridor projects beginning p.[6-12](#)
- Top priority crossings improvement projects on p.[6-16](#)
- Potential funding sources beginning p.[8-2](#)

Selected Program Recommendations (p.[7-1](#))

- “In continuation of the successful **Safe Routes to School** pilot program held at Briarcliff Elementary, Cary Town Staff should coordinate with school administration, at either a system-wide or individual school level, to encourage and support the establishment of an on-going Safe Routes to School program at all schools within the Town.”
- “Town Staff should **design and distribute educational and promotional materials** to Town Staff, major employers, and future residents, as well as for display at Town Hall and other public locations.”
- “Establish school crossing guards and school zone monitors at all schools during drop-off and pick-up periods.”
- “Town staff should create a Pedestrian-friendliness Education Day.”



Central Park Regional Bicycle Plan

“The Central Park Bicycle Plan’s vision is to develop on-road and off-road cycling routes that connect communities and destinations to visitors across the Central Park region of North Carolina.”



Central Park Regional Bicycle Plan

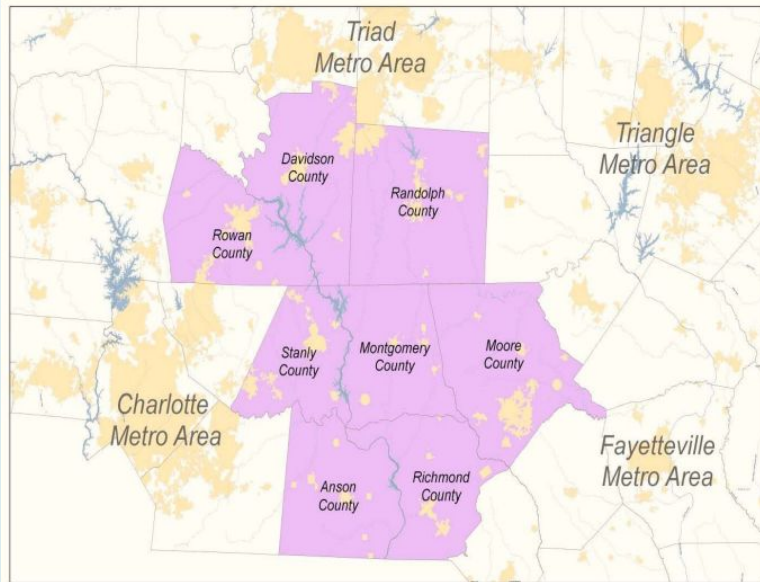
[Central Park Regional Bicycle Plan](#) |

Planning consultant: [Piedmont Triad Regional Council](#) | [Website](#) with updates, routes and maps

The Central Park region of North Carolina is comprised of **eight counties in the south central Piedmont**: Anson, Davidson, Montgomery, Moore, Randolph, Richmond, Rowan, and Stanly.

There are 6 different transportation planning organizations (2 MPOs and 4 RPOs) that cover the region. In addition to the 8 counties, there are over 40 different local municipalities in the study area.

FIGURE A-1 - CENTRAL PARK REGION OF NORTH CAROLINA



Source: Piedmont Triad Regional Council (PTRC)



Central Park Regional Bicycle Plan

Recommendations

The project priorities for the Central Park NC Bicycle Plan are divided into 1) **on** and 2) **off road** recommendations.

“The **on-road improvement recommendations** below generally consist of paved shoulders of varying width, bicycle lanes or sharrows.” (On-road project descriptions beginning p.[42](#))

“The **off-road improvement recommendations** are centered in the Uwharrie National Forest to Morrow Mountain State Park crescent. The majority of off road trails elsewhere in the region are hiking or equestrian trails and may not be suitable for bicycle access as currently designed... Local trail development is occurring all across the region, primarily at the municipal level where public land may be available or along utility lines. Improving access for both mountain bicycling and general bicycle use is encouraged where design and funds allow these improvements.” (Off-road project descriptions beginning p.[157](#))



Chapel Hill Bike Plan (2014)

“Chapel Hill is a community where biking is a safe and convenient everyday choice.”



Chapel Hill Bike Plan (2014)

[Chapel Hill Bike Plan \(2014\)](#) | House Districts: [56](#), [29](#) and Senate Districts: [23](#), [20](#)

Planning consultant: [Toole Design Group](#) | MPO: [DCHC MPO](#)

Plan goals:

1. Improve the safety of bicycling for all types of riders.
2. Foster the development of a culture where bicycling is an accepted and viable mode choice in Chapel Hill.
3. Develop a connected network of bicycle facilities in coordination with greenways throughout Chapel Hill.
4. Increase bicycle use for all types of trips.

Economic considerations for bicycle infrastructure:

- “Transportation infrastructure improvements, such as greenways, are also built by the university for public use. These types of cooperative arrangements are vital to a high quality transportation system, one that balances safety and efficiency with other community goals. If Chapel Hill is to continue to prosper, **the availability of high-quality transportation choices cannot be overlooked** as a predictor of the community’s continued economic success.” (p.[4](#))
- “The implication for local leaders is this; **people and businesses are both willing to relocate** to a community based on several factors, including the strength of the local economy and the availability of transportation choices. These two factors are interrelated and building one requires building and maintaining another. **By building and maintaining bicycle infrastructure, Chapel Hill can achieve a better economic position.**” (p.[4](#))



Chapel Hill Bike Plan (2014)

Existing conditions:

- “Similar to other University communities, **Chapel Hill has the potential to be a great place for people to live, learn, and bicycle.** Today, there is growing population of recreational and transportation cyclists and this community currently supports 10 bicycle shops in the area. **Over 14% of the UNC student body reports to access the main campus via bike on a regular basis.** This existing level of ridership and support, along with the Town’s demographics, greenway system, and concentration of destinations in close proximity are assets that can be leveraged to make Chapel Hill a premier bicycling community.” (p.16)
- **Challenges** (p.16)
 - “For some, the **hilly terrain** of Chapel Hill can be a mental and physical barrier to bicycling.”
 - “Now, Chapel Hill, like many U.S towns and cities, has a **street network with low-connectivity.** In many places it often feels disconnected and inconvenient for those not driving an automobile.”
 - “However, there is still much progress to be made as **many major roads lack bicycle facilities.** For the vast majority of people, biking on a major street without bicycle facilities, such as Estes Drive or Raleigh Road, is a stressful and less safe situation to bike in.”

Community feedback (p.13):

- “**Within the Town limits, do you feel safe cycling?**” - 53% say No, 26% say Yes, 21% No Response
- Overall, the two areas that residents thought should receive the most increase in emphasis during the next two years were:
 - 1. Overall **flow of traffic and congestion management**
 - 2. How well the Town is **preparing for the future**





Chapel Hill Bike Plan (2014)

Facility recommendations:

- “The **short-term priority network** is a system of bike lanes, sharrows/signed routes, climbing lanes, intersection improvements, and greenways vital to establishing connectivity near the center of Town.” (p.[33](#))
 - Short-term priority project list found [here](#)
- Add new bicycle facilities during street repaving when possible.
- Provide the maximum bicycle quality of service for bicycle facilities.
- Provide a minimum green signal clearance interval for bicyclists at all intersections.
- Alter maintenance schedules/ procedures to keep bike facilities functional.
- Retrofit streets with bicycle safe drainage grates.
- Continue bike lane markings through auxiliary right turn lanes and intersections.

Funding strategies on p.[85](#)

Related plans:

- [UNC Chapel Hill Bicycle Master Plan \(2014\)](#)
- [Chapel Hill 2020 Comprehensive Master Plan \(2012\)](#)
- [Orange County 2030 Master Plan \(2008\)](#)

Policy & program (p.[80](#)) recommendations:

- “The Town of Chapel Hill is committed to a **Complete Streets policy** that promotes healthy and active neighborhoods, which entails providing adequate access to pedestrians, bicyclists, transit riders, and motorists of differing abilities on roadways throughout the community.”
- Keeping the Town’s design manual up-to-date with national bicycle facility design standards is needed to ensure new street designs are accommodating and safe for bicyclists.
- Educate public about bicycling and new bicycle facilities.
- Host more youth bike rodeos and events.
- Partner with Carrboro for an annual “open streets” event.



Charlotte Bikes Plan (2017)

“Charlotte will offer an inclusive cycling environment, where people of all ages and abilities can use their bikes for transportation, fitness, and fun. The City will work to extend bicycle infrastructure, educational opportunities, and promotional events to all neighborhoods and households, striving for equitable and affordable mobility options that improve city-wide public health, support the local economy, and reduce automobile dependency in the Queen City.”



Charlotte Bikes Plan (2017)

[Charlotte Bikes Plan \(2017\)](#) | House Districts: [100](#), [102](#), [104](#), [88](#), [92](#), [101](#), [107](#), [106](#), [99](#), [103](#), [112](#) and Senate Districts: [38](#), [39](#), [40](#), [41](#), [42](#)

Planning consultant: City of Charlotte Department of Transportation | MPO: [Charlotte Regional Transportation Planning Organization](#)

Existing conditions

- “In the past fifteen years, Charlotte has taken significant steps towards becoming a bicycle-friendly city. During this time, the City adopted a comprehensive bicycle plan, hired its first fulltime staff member dedicated to bicycling, and formed a city/ county bicycle advisory committee... Charlotte’s progress towards becoming a bicycle-friendly city was recognized by the League of American Bicyclists with a **bronze-level Bicycle Friendly Community award in 2008, 2012, and 2016.**” (p.[2](#))

Community feedback

- 63%of Charlotteans would like to drive less
- 62%do not think it is easy to currently bicycle in Charlotte
- 51%would like to bicycle more

Related plans

- [Charlotte Walks Plan \(2017\)](#)
- [Charlotte Transportation Action Plan \(2017\)](#)
- [Charlotte Future: 2040 Comprehensive Plan](#)
- [Mecklenburg County Greenway Master Plan](#)
- [Charlotte 2050 Metropolitan Transportation Plan](#)
- Charlotte long range plans found [here](#)



Charlotte Bikes Plan (2017)

Selected goals

- The City will seek to **provide safe and comfortable bikeways.** (p.[41](#))
- The City will use innovative approaches to bicycle facilities where appropriate, including **green lanes and markings, signage, bike boxes and other facilities** or facility types found in the NACTO Urban Bikeway Design Guide or AASHTO Guide for the Development of Bicycle Facilities. (p.[43](#))
- The City will seek to **improve bicycle connectivity through the construction of bicycle/pedestrian connectivity projects**, and consider lowered speed limits and/or traffic calming approaches on bicycle corridors. (p.[44](#))
- The City will support initiatives that **educate bicyclists of their responsibilities and safe bicycling habits.** (p.[49](#))
- The City will support efforts to **educate both bicyclists and motorists about safe and courteous operation** on city streets. (p.[50](#))
- The City will continue to **support efforts to operate, sustain and expand bike share** in Charlotte. (p.[57](#))
- The City will celebrate the ongoing progress towards creating a bicycle friendly community, and **work toward a Silver Bicycle Friendly Community designation** from the League of American Bicyclists. (p.[59](#))
- The City will implement tools that support a **Vision Zero initiative**, as identified in the 2016 Transportation Action Plan update. (p.[65](#))
- The City will **offer bicycle education to local law enforcement officers.** (p.[66](#))

*Implementation cycle and projected costs found [here](#)



Charlotte Walks Plan (2017)

“Charlotte will be a city of streets and neighborhoods where people love to walk. Charlotte will provide a pedestrian experience that is safe, useful, and inviting.”



Charlotte Walks Plan (2017)

[Charlotte Walks Plan \(2017\)](#) | House Districts: [100](#), [102](#), [104](#), [88](#), [92](#), [101](#), [107](#), [106](#), [99](#), [103](#), [112](#) and Senate Districts: [38](#), [39](#), [40](#), [41](#), [42](#)

Planning consultant: City of Charlotte Department of Transportation | MPO: [Charlotte Regional Transportation Planning Organization](#)

Existing conditions:

- “Because of our mixed legacy of development, Charlotte has neighborhoods that are very walkable, as well as neighborhoods that are very challenging for pedestrians. **Charlotte has one of the most walkable downtowns in the Southeast** and many neighborhoods with streets that offer a delightful walking experience. **The city also has over 360 miles of missing sidewalks along busy thoroughfare streets.** Charlotte is supporting more transportation choices than it ever has before, but we still have lots of work to do to create a more balanced and walkable transportation network.”
(p.[30](#))

Community feedback:

- 80% of Charlotteans believe that **pedestrians on thoroughfares should be separated by a grass strip with trees.**
- 88% of respondents rated Charlotte as an “Excellent” or “Good” place to live – but **walkability is one area where residents indicated we are lacking.**



Charlotte Walks Plan (2017)

Recommendations:

- Key action items
 - **Back-of-Curb Sidewalks:** Address Back-of-Curb Sidewalks as Redevelopment Occurs
 - **Sidewalk Gaps:** Fix the 50% Rule Sidewalk Exemption
 - **Pedestrian Crossings:** Provide More Crossing Opportunities on Busy Thoroughfares
 - **Update city policies** to support the high priority action items from the [Walkability Scan](#), improve responsiveness to citizen requests, and better reflect current best practices.

Related plans

- [Charlotte Bikes Plan \(2017\)](#)
- [Charlotte Transportation Action Plan \(2017\)](#)
- [Charlotte Future: 2040 Comprehensive Plan](#)
- [Mecklenburg County Greenway Master Plan](#)
- [Charlotte 2050 Metropolitan Transportation Plan](#)
- Charlotte long range plans found [here](#)



Cherryville Pedestrian Plan (2009)

“Cherryville will be a community with a warm, safe, welcoming small town feel, and a thriving, clearly defined, historical downtown at its center, that is walkable and easily accessible; serving all of its citizens and attracting visitors from the surrounding region.”



Cherryville Pedestrian Plan (2009)

[Cherryville Pedestrian Plan \(2009\)](#) | House Districts: [110](#) and Senate Districts: [44](#) | County: Gaston

Planning consultant: [Centralina Council of Governments](#) | MPO: [Gaston-Cleveland-Lincoln MPO](#) | [Government website](#)

Related plans

- [Gaston County Parks & Recreation Master Plan \(2017\)](#)
- [Gaston County 2035 Land Use Plan \(2016\)](#)

Goals:

1. **Encourage infill development and the creation of a concentrated downtown**, as opposed to linear strip development, in order to cultivate walkable city center of pedestrian life with a mix of business, civic and residential uses. The downtown is intended to provide a healthy and sustainable economic and cultural environment.
2. **Accentuate City identity** at the various points of arrival into the community through signature landscaping and signage. Make Cherryville a clear and desirable destination, with small town charm for residents and visitors.
3. **Improve pedestrian connectivity to critical destinations and throughout the City.** Connect significant destinations points and commercial areas with convenient, comfortable, accessible and attractive walkable links and encourage their use as an alternative to driving where possible in the daily activities of citizens. Connect the local pedestrian system with neighboring greenways and with county and regional networks where possible. Improve lighting where needed for safety and security.
4. **Provide more outdoor recreational opportunities** in the form of greenway trails that connect City parks to one another, to area schools, and to a trail ring around the City.
5. **Maintain a continual source of funds** dedicated to the maintenance of existing facilities, and the design, construction and maintenance of future ones.



Cherryville Pedestrian Plan (2009)

Existing conditions:

- “While over two hundred commuters in Cherryville reach their employment destination in less than five minutes, only 1% of Cherryville’s working population currently walks to work.” (p.[10](#))
- “Cherryville’s **downtown exhibits the high connectivity of a street network grid typical of historic communities** in America. **The grid begins to loosen further away from the core of downtown** but still retains a highly connective nature with relatively few dead ends. However, newer developed subdivisions within the City exhibit the low connectivity typical of their era. Cul-de-sacs begin to dominate, leaving fewer choices of route for both drivers and pedestrians.” (p.[10](#))
- “**Sidewalks line most of the grid streets in Cherryville’s historic downtown**, with some additional lengths reaching out along a few major streets.” (p.[11](#))
- “Though the majority of the City’s existing sidewalks are in fairly good condition, **many locations throughout the system are in need of repair**. The sidewalks are generally four feet in width but vary throughout City in levels of compliance with current **ADA standards**, particularly due to obstructions such as utility poles.” (p.[11](#))

Recommendations:

- “Form a stakeholder-based Pedestrian Needs Committee.”
- “Enhance Conditions and Accessibility of Existing Sidewalk System.”
- “Create a safe and comfortable pedestrian system to improve pedestrian connectivity throughout the City.”
- “Immediately address safety concerns over street crossing conditions.”
- “Spot improvements to existing sidewalks in accordance with the Plan’s priorities.”
- “Construct pedestrian trails and supporting facilities in acquired easements and right-of-way”
- “Construct sidewalks and related facilities as improvements are made to existing roads and as new road construction occurs.”

Potential funding sources in [Section 4.2](#)



Clayton Comprehensive Bicycle Plan (2007)

“This project is intended to create bike friendly environments, evaluate current biking trends, develop a viable bike transportation system, enhance the safety and health of users, and promote livability.”



Clayton Comprehensive Bicycle Plan (2007)

[Clayton Comprehensive Bicycle Plan \(2007\)](#) | House Districts: [26](#) and Senate Districts: [10](#)

Planning consultant: [Kimley-Horn](#) | MPO: [Capital Area MPO](#) | [Government website](#) | County: Johnston

“At this time, there are no designated on-road bicycle facilities in Clayton. Legend Park boasts an 8-mile long mountain bike trail. While this facility is ideal for those individuals who enjoy riding on a natural trail, it is not an option for road bikes and is not a connected part of the transportation network due to its lack of additional connections.”

Community feedback (p.4):

- When asked where they would most like to see safety improved for bicyclists, the [advisory] committee frequently mentioned Covered Bridge Road, US 70, and the downtown area (including specific facilities such as Main Street and Front Street).
- The **two most important education initiatives** expressed by the committee were those of bike safety (through schools, forums, etc.) and sharing the road.
- Members of the committee felt that the support of greenways and parks is an important encouragement initiative.

- Demonstrations of the economic and environmental benefits of bicycling, advertisement of the bicycle planning results, and reiteration of proper bicycle safety practices were also considered desirable encouragement practices.
- The survey participants **identified concerns** with several bicycle-related issues, with the **most frequently mentioned including:**
 - **Roads too narrow** to accommodate both cars and bicycles
 - Cars ignoring or crowding bicycles along the roadside
 - Cars turning or stopping in front of bicycles
 - Traffic volume
- Survey respondents were also asked to rate bicycling conditions in Clayton...Over half of respondents considered conditions to be fair, while almost 45% felt that conditions were poor, as shown in Figure 1.1.



Clayton Comprehensive Bicycle Plan (2007)

Short-range goals (p.6):

- Increase the number of people who regularly bicycle
- Organize periodic events that encourage new riders and promote safety
- Pursue funds to construct high priority facilities

Long-range goals (p.6):

- **Increase public awareness** of bicycling as a viable mode of travel
- **Promote rights and responsibilities** of bicyclists, pedestrians and motorists in a shared transportation network while improving safety and enforcement
- **Ensure bicycle accommodations are considered** in the Plan in a balanced approach with education and enforcement programs
- **Provide solutions for safe crossing opportunities** of major natural and manufactured barriers, in particular US 70
- **Create additional physical activity opportunities in Clayton**, increasing physical and mental wellness, as well as improving air quality
- **Provide improved opportunity and access** for bicycling to all residents
- **Encourage the design, finance, and construction of transportation facilities** that provide safe, secure, and efficient linkages for bicyclists throughout the Town
- **Provide safe and efficient bicycle connectivity** between neighborhoods, businesses, and recreation areas ß Encourage safe riding practices on roads and trails
- **Promote the development of seamless transitions** for all bicycle facilities crossing over the town limits



Clayton Comprehensive Bicycle Plan (2007)

Recommendations ([Chapter 4](#)):

- “A set of **6 named bicycle loops and connectors** is recommended along with proposed greenway system improvements as shown in Figure [4.1](#).”
- **3 proposed greenways** are recommended
- Potential funding sources listed in [Chapter 5](#)

Table 4.1 Route and Network Characteristics

Routes	Signed Route	Striped Bike Lane	Wide Outside Lane	Paved Shoulder	Multi-Use Path	Length (miles)	Cost
Community Park Loop		✓	✓	✓	✓	7.3	\$3,400,000
Legend Park Loop		✓	✓	✓		5.5	\$2,200,000
Little Creek Loop	✓	✓	✓	✓	✓	8.4	\$2,000,000
Municipal Park Loop	✓		✓	✓		4.8	\$1,700,000
Neuse River Loop	✓	✓	✓	✓	✓	15.6	\$3,300,000
Town Center Loop	✓	✓				3.2	\$75,000
Little Creek Greenway					✓	4.7	\$2,800,000
Neuse River Greenway					✓	5.2	\$3,100,000
Park Greenway					✓	8.8	\$5,300,000
Total (length in miles)	14.6	1.7	3.9	14.2	20.6	55.0	\$21,000,000

Related plans

- [The Clayton Pedestrian Plan Draft \(2022\)](#)
- [Clayton 2045 Comprehensive Growth Plan \(2021\)](#)
- [Clayton Downtown Master Plan \(2010\)](#)
- [Clayton Parks & Recreation Comprehensive Plan Update \(2013\)](#)
- Greenways and trails [info](#)



Clayton Pedestrian Plan (2022)

The Town of Clayton will have a network of high quality walkways that connect downtown, nature, the Neuse River, and neighborhoods. People of all ages and abilities will have access to comfortable and convenient sidewalks and greenways, resulting in improved mobility choice, economic opportunity, and healthier lifestyles.



Clayton Pedestrian Plan (2022)

[Clayton Pedestrian Plan](#) | House Districts: [26](#) and Senate Districts: [10](#)

Planning consultant: Alta Planning + Design | MPO: [Capital Area MPO](#) | [Government website](#) | County: Johnston

Plan Goals and Objectives:

- Enhance Connectivity
- Promote Equity
- Encourage Economic Growth
- Improve Health
- Increase Mobility
- Increase Safety

Existing Conditions:

- “The existing sidewalk network, overall, has inadequate coverage/connectivity with many micro gaps” (pg. 17)
- “The commercial corridor of US 70 and the railroad corridor are most notably lacking in consistency in crossing/connecting pedestrian facilities.” (pg.17)
- ADA accessibility (pg. 17)

Related plans

- Town on Clayton Comprehensive Growth Plan 2045 (2022)
- Town of Clayton Parks and Recreation COmprehensive Plan Update (2013)
- Town of Clayton Parks and Recreation Master Plan Update Addendum (2019)
- Wake County Greenway System Plan (2017)



Clayton Pedestrian Plan (2022)

Recommendations:

- Prioritizing filling in gaps in the pedestrian network (pg.5)
- Engaging in the Walk Friendly Community Program (pg.5)
- "...to establish land use and transportation policies, design standards, and development regulations that promote walkable new development, programs, and capital projects." (pg. 5)
- Pedestrian Traffic Signal Enhancements: "The Leading Pedestrian Interval and walk time extensions provide additional time for pedestrians who may need more time to cross the street such as wheel-chair users, people with disabilities, the elderly, and children." (pg. 36)

492 responses

How would you rate walking conditions in Clayton?

FAIR
56%

9% said Excellent
34% said Poor

490 responses

What do you think is the most important outcome of the Clayton Pedestrian Plan?

- 1 Safer conditions for walking overall
- 2 Better connections for transportation
- 3 More choices for recreation and exercise
- 4 Other

492 responses

How important to you is improving walking conditions in Clayton?

Importance Level	Percentage
Very Important	65%
Somewhat Important	29%
Not Important	5%

489 responses

What destinations would you most desire to reach by walking?

- Downtown Businesses
- Existing trails and greenways
- Clayton Parks
- Other shopping areas
- K-12 Schools

493 responses

When walking in Clayton, what is (or would be) the primary purpose of your trip?

- 1 Exercise, Recreation, Socializing
- 2 Transportation
- 3 Other

Image credit: Clayton Pedestrian Plan (2022) pg. 28



Clinton Comprehensive Bicycle Plan (2015)

“The City of Clinton's vision is to improve its bicycle transportation network, becoming a community that has a complete system for safe bicycle travel and realistic alternative modes of transportation for residents to move from work, to school, to shopping areas and back to home.”



Clinton Comprehensive Bicycle Plan (2015)

[Clinton Comprehensive Bicycle Plan \(2015\)](#) | House Districts: [22](#) and Senate Districts: [9](#)

Project consultant: [Benchmark](#) | MPO: [Mid-Carolina RPO](#) | [Government website](#) | County: Sampson

Related plans

- [Clinton Recreation & Parks Master Plan \(2021\)](#)
- [Clinton Comprehensive Pedestrian Plan \(2012\)](#)

Existing conditions:

- “As shown in [Figure 2-2](#), Bicycle Connectivity Barriers, the central core of the City, downtown and its immediately adjacent neighborhoods, became encircled by an extensive highway system, **cutting off bicycle and pedestrian access from the older core in the city to the newly developing areas, since bicycle facilities, pedestrian crosswalks and sidewalks were never constructed in these areas.** Following this development pattern, **new schools were also built on the outskirts of the City without any facilities for bicycles or for pedestrians to walk safely.”**
- “**School children are often observed walking and riding bikes along the edge of Elizabeth Street to commute to school.** Although much of the land is currently vacant immediately adjacent to the middle and high schools, it is most likely that residential development will eventually occur in this area.”
- **“In Clinton, riding a bicycle is not the easiest choice to make for transportation or recreation alternatives;** however, many people still choose to ride a bike. Even though the City does not have any official bicycle lanes, many of the roads in the city are wide enough to accommodate bicycles.” (p.18)
- **“Many of the streets have reasonable speed limits, which, when combined with the wider streets can help create a safer environment in which to ride a bicycle,** if speeds are monitored and safety facilities, such as marked bike lanes with narrower travel lanes are created.”



Clinton Comprehensive Bicycle Plan (2015)

Community feedback (p.42):

The top issues discouraging residents from biking now include:

- Lack of bicycle facilities
- Aggressive drivers
- Too much traffic
- Poor road conditions
- Crime/Safety
- Fear of Dogs

The top improvements that would encourage residents to bicycle more:

- Bicycle lanes
- Off-road bike trails
- Map of bicycle routes
- Traffic enforcement
- Bicycle racks
- Lower speed limits

Recommendations:

- “A total of **seven projects are considered to be high priorities** for helping to complete the bicycle network and improve connectivity.” (p.vi)
 - NC Highway 24 West / Sunset Avenue – Bicycle Lanes
 - US 701 Business (Entire length) – Complete Street
 - Fayetteville Street – Shared Lanes
 - Beaman Street – Road Diet and Bicycle Lanes
 - Downtown – Shared Lanes
 - Elizabeth Street – Shared Lanes and Multi-use Sidepath
 - College Street – Bicycle Lanes
- “The transitioning of the bicycle plan steering committee along with the pedestrian plan committee members into an single advisory committee to help ensure the implementation of the bicycle and pedestrian plans.” (p.vi)
- “Perhaps the most important program recommendations are to apply for participation in the **Safe Routes to School program**, establish a bicycle education program in the public schools and implement a bicycle safety enforcement program in the **Clinton Police Department.**” (p.vi)
- **Potential funding sources listed in [Appendix C](#)**



Clinton Comprehensive Pedestrian Plan (2012)

“The City of Clinton's vision is to improve its pedestrian transportation network and become a walkable community that has a complete system for safe pedestrian travel and provides realistic alternative modes of transportation for residents to move from work, to school, to shopping areas and back to home.”



Clinton Comprehensive Pedestrian Plan (2012)

[Clinton Comprehensive Pedestrian Plan \(2012\)](#) | House Districts: [22](#) and Senate Districts: [9](#)

Project consultant: [Benchmark](#) | MPO: [Mid-Carolina RPO](#) | [Government website](#) | County: Sampson

Related plans

- [Clinton Recreation & Parks Master Plan \(2021\)](#)
- [Clinton Comprehensive Bicycle Plan \(2015\)](#)

Existing conditions:

- “As shown in Figure 2-3, Pedestrian Connectivity Barriers, the central core of the City, downtown and its immediately adjacent neighborhoods, became encircled by an extensive highway system, **cutting off pedestrian access from the older core in town to the newly developing areas, since pedestrian crosswalks and sidewalks were never constructed in these areas.** Following this development pattern, new schools were also built on the outskirts of the City, without any facilities for pedestrians to walk safely.” (p.[35](#))
- “In Clinton, the **Downtown area has the highest rate of pedestrian facilities**, in part because it was originally designed with pedestrians in mind, and also due to the recent award winning streetscape project, which incorporated many pedestrian elements into its design.” (p.[18](#))
- **“Pedestrian connections extending out from the historic downtown** into immediately adjacent neighborhoods, schools and highway commercial areas, however, **are extremely limited** as exhibited in [Figure 2-8: Existing Sidewalks Map](#). Specifically, a lack of pedestrian facilities in the NC 24 and US 701/421 bypass vicinity on the western edge of the downtown is becoming a problem. The US 701/421 bypass intersection with NC Highway 24 is a **hazardous barrier for City residents** seeking entertainment, recreational and goods and services along the NC Highway 24 corridor. **Residents are risking injury as they dart across the bypass** and navigate cautiously underneath the bypass along busy NC 24.” (p.[18](#))



Clinton Comprehensive Pedestrian Plan (2012)

Recommendations ([Section 5](#)):

- “A total of 36 projects that included pedestrian network and connectivity projects, such as sidewalks and greenways, and 39 key intersection improvements were identified through this process.”
- “**The highest priority projects** for funding involve the series of projects recommended around the NC 24 and Faircloth Freeway interchange. A multi-phased approach will provide the much needed connection under the overpass, helping eliminate the illegal crossings by providing safe access at the interchange.”
- “**The second most important priority** at this time is to ensure that the construction of the improvements planned for NC 24 West include pedestrian facilities to connect the area to the east side of the Faircloth Freeway.”
- “**The third priority in this phased approach** is to complete the sidewalk along NC 24 / Sunset Avenue beginning at Woodland Drive and extending to the US Business 701/421/Faircloth Freeway underpass. This segment will complete the network extending out from downtown to the new commercial areas along NC 24 west.”
- “**The fourth priority** involves the construction of the first phase of Dollar Branch Greenway, which would become Clinton’s first greenway trail and serve as a safe alternative for pedestrians to connect to NC 24.”
- “**The fifth priority**, not associated with the larger phased NC 24 improvements, is the completion of improvements to Beaman Street.”
- “**Priority number six** involves designating US 701 Business as a priority roadway for additional study.”
- “Following the adoption of the plan, the City should continue with the good work and precedent for cooperation that has been established through the planning process by **transitioning the steering committee into an advisory and oversight committee** to help ensure the implementation of the plan.”

[Potential funding sources listed in Appendix C](#)



Clyde Pedestrian Master Plan (2012)

“The Town of Clyde will promote a safe and convenient walking environment for the residents of the town. The Town will also promote a healthy community by developing a comprehensive pedestrian network that connects the Town’s destinations and is accessible by all users.”



Clyde Pedestrian Master Plan (2012)

[Clyde Pedestrian Master Plan \(2012\)](#) | House Districts: [118](#) and Senate Districts: [47](#)

Project consultant: [HNTB](#) | RPO: [Land of Sky RPO](#) | [Government website](#) | County: Haywood

Plan goals (p.4):

1. Improve the safety and visibility of pedestrian crossings at key intersections, especially along Carolina Boulevard.
2. Improve connectivity throughout the Town where feasible.
3. Improve the maintenance of pedestrian facilities throughout the town.
4. Ensure all key intersections are accessible by all users.
5. Develop greenways/trails that connect key existing and future destinations throughout the town.
6. Strengthen zoning requirements to ensure the inclusion of pedestrian facilities within site plan submittals.
7. Develop pedestrian related educational programs and initiatives that inform users of the State's pedestrian laws and safe walking habits.

Existing conditions:

- **“Overall the Town of Clyde lacks a comprehensive network of sidewalks and other types of pedestrian facilities to allow individuals to walk to destinations within the Town.** Primary residential areas north and south of Carolina Boulevard are separated from the Town’s business district. **Pedestrian are unable to access schools, churches, sports complex and other destinations due to the lack of sidewalks or greenways/trails within the Town.”**
- **“Like many small communities around North Carolina, the Town of Clyde has historically placed emphasis on the automobile and very little on the pedestrian.** That trend, however, is slowly changing. The Town recognizes the importance of providing safe and well maintained pedestrian facilities and has recently upgraded some of the sidewalks and handicap ramps within the central business district and along Carolina Boulevard.”
- **“Currently, the Town of Clyde does not operate or maintain any greenways.** The Town has been coordinating with the County and surrounding jurisdictions to implement a greenway system, which will be discussed in more detail in the next [Chapter 3.](#)”



Clyde Pedestrian Master Plan (2012)

Facility recommendations:

- “At the beginning of this project, several key projects were identified as needing immediate attention. **The Town should pursue the implementation of these projects over the next three years.** Listed below are the four projects that have been chosen as priority projects.” (p.[20](#))
 - Carolina Boulevard Mid-block crossing between Main Street and Mulberry Street
 - Carolina Boulevard and Main Street Intersection improvements
 - Carolina Boulevard sidewalk improvements toward Haywood Community College
 - Carolina Boulevard Roadway improvements
- **Potential funding sources listed p.[63](#)**

Selected program & policy recommendations:

- “The Town of Clyde should form an official **Transportation Committee/Advisory Group** or similar committee that will oversee the implementation of the recommendations of this plan.” (p.[28](#))
- “The **Town’s staff must be properly educated** on the most up-to-date pedestrian laws and design requirements from NCDOT and AASHTO.” (p.[29](#))
- “**The Walk a Child to School Initiative**, supported by advocates nation-wide, emphasizes the importance of providing children with an opportunity to walk or bike to school in a safe environment.” (p.[30](#))
- “One way to improve the pedestrian infrastructure and to enable community leaders, schools and parents to improve safety and encourage more children, including those with disabilities, to safely walk and bike to school is through NCDOT’s **Safe Routes to School** grant program.” (p.[31](#))
- “Local **police should focus on key issues** such as motorists speeding, not yielding to pedestrians in crosswalks, parking on sidewalks, etc.” (p.[32](#))



Columbia Pedestrian Transportation Plan (2010)

“Continue to create an inviting pedestrian environment to increase tourism and economic activity through a dedication to making pedestrian improvements that include traffic calming measures, landscaping, and lighting.”



Columbia Pedestrian Transportation Plan (2010)

[Columbia Pedestrian Transportation Plan \(2010\)](#) | House Districts: [1](#) and Senate Districts: [3](#)

Planning consultant: [Greenways, Inc.](#) | RPO: [Albemarle RPO](#) | [Government website](#) | County: Tyrrell

Plan goals (p.1-5):

- 1. Improve pedestrian safety along roadways** to accommodate the heavy number of resident and tourist pedestrians.
- 2. Increase pedestrian connectivity** by filling sidewalk gaps and providing safe roadway crossings.
- 3. Continue to create an inviting pedestrian environment** to increase tourism and economic activity through a dedication to making pedestrian improvements that include traffic calming measures, landscaping, and lighting.
- 4. Improve the safety and accessibility for key areas of concern** in columbia including us hwy 64 crossings, the us hwy 64 bridge sidewalk, school areas, connections into downtown from both north and south, and future development sites.
- 5. Improve pedestrian safety** for students walking to the three local schools.
- 6. Improve motorist and pedestrian lawful behaviors** through education and enforcement techniques.
- 7. Increase number of pedestrians** of all ages, income levels, and backgrounds.
- 8. Keep columbia cohesive and connected.** Integrate new residential developments into social and economic fabric of the “old town”by providing safe connectivity for pedestrians.



Columbia Pedestrian Transportation Plan (2010)

Existing conditions:

- “One of the key issues facing columbia is pedestrian transportation where sidewalk and crosswalk connectivity is lacking. during the summer months, **traffic along us 64 presents a significant safety concern for students and other local residents who regularly cross this major five-lane highway.**” (p.[2-1](#))
- “The major features in columbia are the scuppernong river, high number of lowlands and wetlands, and us hwy 64. **all create obstacles to safe pedestrian travel.**” (p.[2-2](#))
- “One of the most significant land use issues is the locations of the local schools. both the middle and high school are located just on the north side of us 64. the elementary school is on the south side. **a number of students (including 40% of middle school students) walk to school and are forced to cross us 64 without adequate and safe pedestrian facilities.**” (p.[2-2](#))





Columbia Pedestrian Transportation Plan (2010)

Recommendations:

The top **priority projects** are (p.5-6):

1. hwy 64/fonsoe street intersection improvement
2. hwy 64/road street intersection improvement
3. Hwy 64/Keiser Street Intersection Improvement
4. elementary school road and Keiser drive speed limit reduction
5. elementary school road multi-use trail/sidewalk
6. main street in front of middle school sidewalk
7. broad street/hwy 94 sidewalk
8. fonsoe street sidewalk
9. mainstreet/fon soe street intersection improvement
10. mainstreet/road street intersection improvement
11. Keiser drive sidewalk

Top **priority programs** are (p.5-4):

1. safe routes to school programs (town and local schools)
2. walk-to-school and walk-to-work days (town and local schools)
3. walking school buses (town and local schools)
4. crossing guard programs(town and ncdot)
5. enforcement of proper pedestrian and motorist behavior (town and NCDOT).

Potential funding sources listed in [Appendix C](#)





Conover Pedestrian Transportation Plan (2008)

“The City is making a strong statement through this Plan to improve pedestrian facilities and pedestrian safety. By offering choices and improved safety, the City of Conover can create an integrated, safe, and convenient multimodal transportation system.”



Conover Pedestrian Transportation Plan (2008)

[Conover Pedestrian Transportation Plan \(2008\)](#) | House Districts: [96](#) and Senate Districts: [45](#)

Planning consultant: [Greenways, Inc.](#) | MPO: [Greater Hickory MPO](#) | [Government website](#) | County: Catawba

Plan goals:

1. **Improve connectivity** between residential areas and new development into Downtown
2. **Provide connectivity to all destinations**, including schools, transit stops, parks, places of work, commercial and residential areas
3. **Improve intersection crossing for pedestrians**
4. **Provide long-term strategies for improving connections** to underserved outlying areas
5. **Prioritize the pedestrian facility improvements**
6. **Update current policies to address pedestrian improvements** such as sidewalks and greenways
7. **Enhance community commitment** to programming (engineering, education, encouragement, and enforcement) of walking
8. **Design and maintain streets, roads, and trails** to encourage walking
9. **Create more public awareness** of economic and health benefits of walking
10. **Ensure that pedestrian facilities are considered part of an overall transportation system**
11. **Dedicate funding** for pedestrian improvements





Conover Pedestrian Transportation Plan (2008)

Existing conditions:

- “The downtown area is walkable with boutique shopping, locally-owned restaurants, and other appealing tourist stops.”
- “The downtown is lined with sidewalks, street furniture, plantings, and windowed storefronts. Wide sidewalks along Thornburg Drive and the Gateway Sidewalk on 1st Street West are excellent, existing pedestrian facilities.” (p.2-4)
- “Still there is room for improvement to connect gaps that are apparent throughout the City. Map 2.4 shows locations of existing sidewalks, greenways, and trip attractors.”
- “Currently, there are no off-road greenways but two significant on-road sidepaths/ sidewalks are present.” (p.2-6)
- “Many intersection crosswalks in Conover have no markings and those that do are simple and not as noticeable with only two solid parallel lines. In some cases, sight distance is inadequate, curb radii are too wide, and curb ramps are not found. Crossing signals only exist in a few locations.” (p.2-7)

Community feedback ([Appendix A](#)):

- “How important to you is the goal of creating a walkable community?”
 - Very important (84.7%)
 - Somewhat important (14.4%)
- Top “What factors discourage walking?” list:
 - Lack of sidewalks and trails
 - Unsafe crossings
 - Traffic
 - Pedestrian unfriendly streets and land uses
 - Deficient sidewalks
- Top “What actions do you think are most needed to increase walking in the community? List:
 - New sidewalks
 - Crossing improvements
 - More pedestrian friendly land-uses
 - Improved greenway trail systems
 - Repairing old sidewalks



Conover Pedestrian Transportation Plan (2008)

Recommendations:

Priority project list and matrix on p.[B-3](#) (potential funding sources in [App. D](#))

Top Priority Policies (p.[5-2](#)):

- Mandatory dedication of sidewalk for all land uses.
- Mandatory pedestrian connectivity of cul-de-sacs.
- Fee-in-lieu of dedication option for sidewalk.
- Mandatory dedication of greenways.
- Greenways considered a part of official, multi-functional City infrastructure.
- Traffic calming and driveway access management

Top Priority Programs (p.[5-4](#))

- Safe Routes to School. Work with surrounding municipalities and apply for grants
- Conover/Downtown Walking Map.
- Recognize Walk to Work Day with events
- Enforce and educate proper pedestrian and motorist behaviors Downtown

Related plans

- [Conover Parks Master Plan \(2008\)](#)
- [Conover ADA Transition Plan](#)
- [City of Hickory Pedestrian & Bicycle Plan 2020](#)

**CONOVER PEDESTRIAN
TRANSPORTATION PLAN**

PUBLIC WORKSHOP

The *Conover Pedestrian Transportation Plan* is early in its development and we need your input! One of the major goals is providing a safe, integrated, connected pedestrian system to serve destinations around Conover. Improvements can include sidewalks, multi-use paths, and safer intersection crossings.

Are there places you would like to access by foot around town? Are there areas that you think are unsafe? What types of pedestrian facilities do you prefer?

Come help shape the future of your community!

FEBRUARY 12, 2008, 5-7PM
SHUFORD YMCA

For more information, please contact Lance Hight, Interim Planning Director, City of Conover, 828-464-1191.



Cornelius Bicycle Master Plan (2017)



“Cornelius will be a premier bicycling destination in the state and region.”



Cornelius Bicycle Master Plan (2017)

[Cornelius Bicycle Master Plan \(2017\)](#) | House District: [98](#) and Senate District: [41](#), [37](#) | County: Mecklenburg | [Government website](#)

Planning consultant: [Alta Planning + Design](#) | MPO: [Charlotte Regional Transportation Planning Organization](#)

Plan goals

- The Town will provide a **network of safe and comfortable on-street and offroad bike facilities** for residents and visitors of all ages and abilities.
- **Increased connections** between the bike facility network and community attractions such as parks, schools, workplaces, services, civic destinations, and adjacent communities.
- Bicycling will be seen as a viable form of transportation. The Town will **increase awareness** of cycling.
- Cornelius will be the Charlotte region's next **Bicycle Friendly Community**.



“The Town of Cornelius currently has 8.2 miles of bicycle facilities, which is comprised of 2.3 miles of bicycle lanes and 5.9 miles of greenways and sidepaths. This plan recommends expanding these facilities into a comprehensive network of bike lanes, marked shared lanes, greenways, sidepaths, and low stress bike routes, totaling 97.4 miles.” (p.[vii](#))



Cornelius Bicycle Master Plan (2017)

Community feedback on existing conditions

- A survey taken as part of the Cornelius Comprehensive Parks and Greenways Master Plan found that **nearly 60% of respondents see a need for more greenways, bike facilities, and trails in Cornelius.** (p.[38](#))
- When asked about present cycling conditions in Cornelius, **68.51% said “deficient.”**
- When asked How comfortable are you cycling on Cornelius's roads and streets, **43% said “intimidated” and 52.2% said “cautious.”**

Top 3 barriers to bicycling in Cornelius

1. Lack of bike lanes or paths (78.7%)
2. Concern for personal safety (63.4%)
3. Heavy traffic (58.2%)





Cornelius Bicycle Master Plan (2017)

Ten-year action plan (p. [139](#))

1. **Finalize primary bike routes and create foldable map of bike routes/bike plan for distribution.** *(1-2 years)*
2. **Update the Land Development Code with new standards for provisions for bicycle facilities and bicycle parking.**
Also, update the Town's cross section details in Mecklenburg County's Land Development Standards Manual to ensure all new streets include bicycle facilities. *(1-2 years)*
3. **Create a Cornelius Bicycle Advisory Committee (BAC)** to advise the town on bicycling issues and help implement pieces of this plan. The BAC should drive community engagement and education activities for National Bike Month. The BAC should also guide the process of applying for and attaining Bicycle Friendly Community Status from the League of American Bicyclists. *(1-2 years)*
4. **Pass a resolution and policy in support of Complete Streets** and create a street resurfacing policy that bicycle facilities must be accommodated per this plan where achievable. *(1-2 years)*
5. **Create a new BIKE!CORNELIUS Wayfinding system** (using new logos and design package by Alta as a guide) to designate routes and place signs those routes. Signs can be moved, and maps can change over time as the routes change (for example, Danesway route through Heritage Green may get rerouted to Washam Potts once Washam Potts is improved). *(2-5 years)*



Cornelius Bicycle Master Plan (2017)

Related plans

- [Cornelius Comprehensive Pedestrian Plan \(2012\)](#)
- [Cornelius Comprehensive Parks and Greenways Master Plan \(2015\)](#)





Cornelius Comprehensive Pedestrian Plan (2012)

“Our Vision is a community where walking is a reasonable choice for short trips; a place where our citizens encounter a safe and inviting pedestrian network that connects to places of interest; a place where walking contributes to a healthy lifestyle; and a place where families can thrive and visitors can enjoy all that Cornelius has to offer.”



Cornelius Comprehensive Pedestrian Plan (2012)

[Cornelius Comprehensive Pedestrian Plan \(2012\)](#) | House District: [98](#) and Senate District: [41](#), [37](#) | County: Mecklenburg

Planning consultant: [Kimley Horn](#) | MPO: [Charlotte Regional Transportation Planning Organization](#) | [Government website](#)

Plan goals (p.[1-3](#))

- Encourage and develop a walkable and pedestrian friendly Cornelius
- Access existing facilities, policies, and guidelines for pedestrian facilities
- Develop a pedestrian system that is accessible by all users
- Develop greenway and other pedestrian facilities that are environmentally sensitive
- Improve connectivity throughout the community through the development of and integrated pedestrian facilities
- Identification of barriers, both physical and guidelines, that limit walkability
- Create the “Emerald Necklace” by connecting green infrastructure throughout Cornelius





Cornelius Comprehensive Pedestrian Plan (2012)

Community feedback and identified barriers on existing conditions

For years, I-77 has been viewed as a barrier to east-west mobility within the Town of Cornelius. Plagued by congestion and a challenging pedestrian realm, the interchange at Catawba Avenue has been a point of concern. (p.3-2)

Top 5 biggest factors that discourage walking in Town via a citizen survey ([Appendix C](#)):

1. Lack of sidewalks or trails (50.9%)
2. Traffic (50%)
3. Unsafe road crossings (47.7%)
4. Aggressive motorists behavior (31%)
5. Lack of nearby destinations (26.4%)





Cornelius Comprehensive Pedestrian Plan (2012)

Criteria for identifying priority projects

- **Making connections to recreational facilities and other pedestrian generators.** The Town of Cornelius is primarily a bedroom community. With this in mind, emphasis was placed on connecting households to their desired activity nodes such as recreational facilities, bus stops, greenways and civic and community facilities.
- **Represent community equity.** In order to ensure the biggest needs in different sections of town were addressed, priority projects were identified in the four quadrants of the community.
- **Emphasize east-west connections.** Since I-77 serves as a barrier to pedestrian travel between the eastern and western portions of Town, a priority was placed on projects that could span this barrier.
- [Map indicating proposed recommendations](#)



Related plans:

- [Cornelius Bicycle Master Plan \(2017\)](#)
- [Cornelius Comprehensive Parks and Greenways Master Plan \(2015\)](#)

Potential funding sources identified in [Appendix A-1](#)



Cramerton Bicycle Plan (2018)

“The Town of Cramerton will be a place accessible to bicyclists of all ages, abilities, and diverse backgrounds with convenient access to bicycle facilities and programs that promote: active living and wellbeing, safety, connectivity, and celebration and discovery of Cramerton’s rich culture and history.”



Cramerton Bicycle Plan (2018)

[Cramerton Bicycle Plan \(2018\)](#) | House Districts: [109](#) and Senate Districts: [43](#)

Planning consultant: [AECOM](#) | MPO: [Gaston-Cleveland-Lincoln MPO](#) | [Government website](#) | County: Gaston

Plan goals (p.3):

- 1. Access to Bicycle Facilities Equitably:** Provide access to bicycle facilities equitably by creating multiple tiers of bicycle routes: create routes with regional connections for experienced riders, and local, family-oriented routes between community origins and destinations such as parks, neighborhoods, schools, stores, and churches.
- 2. Safety for All Ages and Abilities:** Improve safety for all ages and abilities by creating safe bicycle infrastructure networks that enhance mobility, remove barriers, and provide transportation options, especially along key corridors.
- 3. Environmental and Public Health Benefits:** Recognize the environmental and public health benefits of bicycling, including reduced usage of automobiles and more opportunities to create active lifestyles for all residents.
- 4. Connections between Community Origins and Destinations:** Provide connections between community origins and destinations, including recreational, cultural, and historic sites through bicycle facilities.
- 5. Cramerton's Downtown Area and Centennial Center:** Connect Cramerton's downtown area and Centennial Center with attractive bicycle facilities that help promote economic development.
- 6. Community Education:** Educate the community as to the benefits of bicycle activity and applicable rules and regulations.



Cramerton Bicycle Plan (2018)

Existing Conditions:

- “The topography of Cramerton and the surrounding area plays an important role in bicycling in Cramerton. **The mountainous terrain of the area both attracts and deters bicyclists.**” (p.17)
- “**Cramerton has two signed bicycle routes and one protected bicycle lane**—its only on-road bicycle facility—within its border (see [Map 2-2](#)). Cramerton collaborates with county and other local municipal and governmental entities, particularly Belmont, McAdenville, and the Carolina Thread Trail, in maintaining an extensive system of recreational bicycle trails and bicycle routes throughout the area. **Though limited, Cramerton’s bicycling facilities accommodate users from children around schools to experienced cyclists exploring the mountainous topography.**” (p.28)
- “Children, families, and casual riders have been reported to use trails and neighborhood roads near Stuart W. Cramer High School and Belmont Elementary School. **Cramerton’s Parks and Recreation Department organizes ongoing rides for children** at these locations.” (p.29)

Community feedback (p.36)

- “Throughout the questions asking the public about their **priorities and suggestions for improving bicycling in Cramerton, responses indicating infrastructural improvements were most common.** Policies, educational programs, and more coordination with the public and neighboring municipalities followed.”
- “**Nearly 74 percent of respondents listed more bicycle infrastructure facilities as their first choice for how Cramerton should improve.** The most frequent second choice, furthermore, was to promote community bicycle rides, clubs, and workplace incentive programs, which could indicate interest in enhancing the current bicycling culture for all riders.”
- “**The most frequently reported purposes of bicycling** trips in Cramerton during a typical week involve downtown Cramerton, local parks and trails, and local entertainment at downtown venues.”



Cramerton Bicycle Plan (2018)

Priority projects:

- Project recommendations are shown on [Map 4-2](#)
- Cut Sheets beginning on p.[52](#)
- Potential funding sources beginning on p.[99](#)

Related plans

- [Cramerton Pedestrian Master Plan \(2008\)](#)
- [Cramerton Parks & Recreation Master Plan \(2020\)](#)
- [Cramerton 2011-2031 Land Use Plan \(2011\)](#)
- [Cramerton Greenway and Pedestrian Trails Master Plan \(2007\)](#)
- [Cramerton Vision 2040 Master Plan](#)

Project	Project Type	Map ID
Town of Cramerton and Centennial Center	Wayfinding	1
Eighth Avenue	Sharrows and wayfinding	2
Eagle Road	Bike lanes and wayfinding	3
Eagle Road Railroad Crossing	Crossing improvements	4
Riverside Park	Bicycle parking and wayfinding	5
Goat Island Park	Bicycle parking and wayfinding	6
C.B. Huss Recreation Complex	Bicycle parking	7
Food Lion Shopping Plaza	Bicycle parking and wayfinding	8
Centennial Center	Bikeshare station	9
Wilkinson Boulevard/Market Street	Crossing improvements	10
Market Street	Sharrows and wayfinding	11



Cramerton Pedestrian Master Plan (2008)

“The vision for this Master Plan is to provide an attractive, safe, and accessible pedestrian system which reflects the Town’s history as a small walkable community.”



Cramerton Pedestrian Master Plan (2008)

[Cramerton Pedestrian Master Plan \(2008\)](#) | House Districts: [109](#) and Senate Districts: [43](#)

Planning consultant: HSMM of NC, Inc. | MPO: [Gaston-Cleveland-Lincoln MPO](#) | [Government website](#) | County: Gaston

Plan goal: “The goal of this Master Plan is to make the Town of Cramerton a safer and more accessible pedestrian environment while also improving its aesthetic and historical characteristics of available assets.”

Existing conditions:

- “Outside the central core of Cramerton, the history is less evident. Newer subdivisions are not organized around a grid street system and there are very few subdivisions with sidewalks or other pedestrian facilities. **Links between these neighborhoods are mostly roadways without sidewalks or pedestrian facilities.** As a result, these **neighborhoods are isolated from one another and there is no safe alternative to vehicular travel.** Some of the neighborhoods in Cramerton are within walking distance of commercial areas, yet the lack of sidewalks, crosswalks, and other safety measures impede and discourage pedestrian travel. **The lack of a greenway connection to public facilities is also evident.**” (p.8)

Community feedback (p.11):

- “The survey results indicate that **63% of respondents felt the need for improved pedestrian facilities.**”
- Main **deterrents from walking and biking** include: No sidewalks or bike lanes, Railroad, Cars/Traffic, River, Dogs, Uneven pavement/sidewalks, Bridges, Lack of street lighting.
- Areas where survey respondents **felt most unsafe while walking** include: Bridges, Mayflower Avenue, Unlit areas, Riverside Greenway, Underpasses, Woodlawn Avenue, and Cramer Mountain Road.



Cramerton Pedestrian Master Plan (2008)

Existing conditions:

- “Outside the central core of Cramerton, the history is less evident. Newer subdivisions are not organized around a grid street system and there are very few subdivisions with sidewalks or other pedestrian facilities. **Links between these neighborhoods are mostly roadways without sidewalks or pedestrian facilities.** As a result, these **neighborhoods are isolated from one another and there is no safe alternative to vehicular travel.** Some of the neighborhoods in Cramerton are within walking distance of commercial areas, yet the lack of sidewalks, crosswalks, and other safety measures impede and discourage pedestrian travel. **The lack of a greenway connection to public facilities is also evident.”** (p.8)

Recommendations:

- Priority projects divided into [Tier 1](#) and [Tier 2](#).
- **Potential funding sources listed on p.63**

Related plans

- [Cramerton Bicycle Plan \(2018\)](#)
- [Cramerton Parks & Recreation Master Plan \(2020\)](#)
- [Cramerton 2011-2031 Land Use Plan \(2011\)](#)
- [Cramerton Greenway and Pedestrian Trails Master Plan \(2007\)](#)
- [Cramerton Vision 2040 Master Plan](#)



Creedmoor Bicycle Transportation Plan (2011)

“The City of Creedmoor will become a bicycle-friendly community by developing a combination of infrastructure, education programs, and policies that support and encourage bicycling.”



Creedmoor Bicycle Transportation Plan (2011)

[Creedmoor Bicycle Transportation Plan \(2011\)](#) | House Districts: [7](#) and Senate Districts: [18](#)

Planning consultant: [Alta Planning + Design](#), [Greenways, Inc.](#) | MPO: [Capital Area MPO](#) | [Government website](#) | County: Granville

Related plans and information:

- [Creedmoor Pedestrian Transportation Plan \(2011\)](#)
- [Creedmoor Cross City Trail updates](#)
- [Creedmoor ADA Transition Plan \(2021\)](#)

Existing conditions (p.2-1):

● **STRENGTHS OF EXISTING BICYCLE FACILITIES:**

- Narrow paved shoulder: Existing 1-2 foot paved shoulder on several two-lane roadways throughout is a starting point for separated space (4 feet is the desired minimum standard).
- Neighborhood roads: Some neighborhood roads have low speed limits and low traffic volumes allowing for recreational riding.

● **DEFICIENCIES OF EXISTING BICYCLE FACILITIES:**

- Lack of connectivity: There are no on-road or off-road bicycle facilities within Creedmoor.
- No bicycle parking: There are no bicycle racks at public locations, shopping centers, or schools.
- Bicyclist behavior: Recreational bicyclists observed were not wearing bicycle helmets but were bicycling on the correct side of the road. Committee members noted that some bicyclists ride in the wrong direction and do not wear helmets.



Creedmoor Bicycle Transportation Plan (2011)

Recommendations:

- **Proposed bicycle facility network [map](#) with proposed sharrows, bike lanes, paved shoulders, and greenways.**
- **Bicycle parking is recommended at the following locations in Creedmoor (p.[3-6](#)):**
 - Downtown (near Southern States and at Main/ Church)
 - Food Lion shopping center
 - South Granville High School
 - Hawley Middle School
 - Creedmoor Elementary
 - Lake Rogers
 - Family Fun Center
 - Christian Faith Center Academy
 - Future development (especially multi-family residential and commercial)
- “The City of Creedmoor should **create an advocacy group committee** to embrace an advocacy role for bicycle and pedestrian issues.”
- “Programs such as **Safe Routes to School** can help educate and encourage users.”
- “This Bicycle Plan should help to transform Creedmoor into a “Bicycle Friendly Community” (BFC)”
- “To **take advantage of upcoming opportunities and to incorporate bicycle facilities into routine transportation and utility projects**, the City should keep track of NCDOT’s projects and any other local transportation improvements.”



Creedmoor Pedestrian Transportation Plan (2011)

“The City of Creedmoor is an active community where bicycling and walking are safe, healthy, fun, and normal daily activities. The City’s neighborhoods, parks, shopping areas, schools, and its vibrant downtown core will all be safely accessible by foot or by bicycle. Continually improving the City’s conditions for walking and bicycling will positively impact the physical health our residents and visitors, and the economic health of our local business and neighborhoods.”



Creedmoor Pedestrian Transportation Plan (2011)

[Creedmoor Pedestrian Transportation Plan \(2011\)](#) | House Districts: [7](#) and Senate Districts: [18](#)

Planning consultant: [Alta Planning + Design](#), [Greenways, Inc.](#) | MPO: [Capital Area MPO](#) | [Government website](#) | County: Granville

Goals:

The City will continue to:

- Take into consideration the needs of pedestrian and bicyclists in all decisions regarding transportation, land use, urban design, and public safety;
- Work effectively with NCDOT and regional partners to ensure the accommodation of pedestrians and bicyclists on state transportation projects in Creedmoor;
- Work with local schools to provide safe routes to school, encouraging and enabling students to walk and bike safety;
- Pursue regional trail development opportunities with neighboring jurisdictions





Creedmoor Pedestrian Transportation Plan (2011)

Existing conditions:

- “The **greater need for improved pedestrian access and mobility** is in lower income areas, higher density areas, and areas of lower vehicle ownership. The main area of Creedmoor where these three factors overlap is generally bound by Main, NC 56 and Hawley School Road.”
- “**Due to the fairly small size of the City, walking could be a very reasonable means of getting from one place to another, provided the infrastructure is there to support it.**”
- “The majority of existing pedestrian facilities are found in the downtown core and in several nearby residential subdivisions (see [Map 2.4](#)). Certain aspects of Downtown Creedmoor Provide for a high-quality pedestrian environment, such as the well designed sidewalk along parts of Main Street (images below), and the high-visibility crosswalks on Main Street with pedestrian signage (images on following page). Elements such as benches and other street furniture further promote a pedestrian-friendly environment.”
- “However, many areas in Creedmoor (including parts of Main Street) offer opportunities for improvement. **Growth that has occurred outside of downtown has not always provided for connected and safe pedestrian facilities, leaving gaps between downtown, trip attractors and residential neighborhoods.**”

Community feedback (p.30):

- “How do you **rate present conditions** for walking in Creedmoor?”
 - Poor (57.7%)
 - Fair (38%)
 - Excellent (4.2%)
- “**Would you walk more often** if more sidewalks, trails, and safe roadway crossings were provided for pedestrians?”
 - Yes (88.6%)
 - No (11.4%)



Creedmoor Pedestrian Transportation Plan (2011)

Recommendations:

- Priority project chart found [here](#)
- “Creedmoor could **develop a variety of safety materials and distribute them** throughout the community.”
- “The City of Creedmoor should support the creation of a **local bicycle and pedestrian advocacy group.**”
- “**Educational programs and interpretative signage could be developed along future trails and pedestrian routes.**”
- “Creedmoor should consider **holding events that can help fund future facilities.**”
- “Local **police should use targeted enforcement** to focus on key issues such as motorists speeding, not yielding to pedestrians in crosswalks, parking on sidewalks, etc.”
- “**Establish a crossing guard program** for peak school hours and for peak pedestrian activity.”
- “**Adopt a “Complete Streets” approach and philosophy** that all streets and development on streets be designed and operated to enable safe access for all users, ages, and abilities.”
- “Establish greenways as part of the City of Creedmoor’s public infrastructure.”

Related plans and information

- [Creedmoor Bicycle Transportation Plan \(2011\)](#)
- [Creedmoor Cross City Trail updates](#)
- [Creedmoor ADA Transition Plan \(2021\)](#)





Croatan Regional Bicycle and Trails Plan (2014)



“The Croatan Regional Bicycle and Trails Plan will identify and detail the means of creating a regional bicycle and trails network that will connect with neighboring communities, destinations, and local bicycle facilities in order to provide a safer, useful, and attractive transportation and recreation resource for a wide range of users within the surrounding five-county region.”



Croatan Regional Bicycle and Trails Plan (2014)

[Croatan Regional Bicycle and Trails Plan \(2014\)](#) | A multi-county regional project

Planning consultant: [Alta Planning + Design](#)

Plan goals:

The goals support the vision statement above and the vision of previous plans, giving further definition to what this plan aims to accomplish. The goals of the plan are as follows:

1. Provide a safe environment for bicyclists and pedestrians
2. Provide a well-designed, connected, and convenient network of on-road bicycle facilities and trails for pedestrian and bicycle transportation
3. Boost tourism and economic vitality
4. Encourage healthy, active lifestyles for local residents
5. Reduce traffic congestion
6. Provide alternatives to automobile travel
7. Coordinate with NCDOT, the U.S. Forest Service, and the NC Trails Program for the development of these projects
8. Improve public awareness and education of traffic laws & safety issues
9. Protect natural corridors that serve as a 'green infrastructure' for clean, buffered waterways
10. Conserve our local heritage by connecting historical and cultural sites along protected landscapes

Background:

“The Croatan Regional Bicycle and Trails Plan was developed out of two separate but complementary efforts to plan for on-road bicycle routes and a trails network in the region. The bicycle portion of this plan, known formerly as the Croatan Regional Bicycle Plan, began as part of the effort of the North Carolina Department of Transportation (NCDOT) Division of Bicycle and Pedestrian Transportation to develop regional, comprehensive bicycle plans in strategic areas through the state, with the goal of promoting bicycling as a form of transportation and recreation.”



Croatan Regional Bicycle and Trails Plan (2014)

Priority projects:

- “Ten trail and bicycle improvement projects were identified as top priorities for implementation. These priorities are displayed on [Map 4.7](#) and detailed on the following pages.”
- “These priority projects were primarily selected due to their positive impact on the overall connectivity of the Mountains-to-Sea Trail, East Coast Greenway, and the Croatan Regional Bicycle Route. Completion of these projects is critical to making these regional routes safer, more connected, and in many cases, more attractive to existing and potential trail users and bicyclists.”
- Priority project cut sheets beginning on [p.4-24](#)
- **Potential funding sources listed in [Appendix B](#)**

Key project [stakeholders](#):

- Eastern Carolina Council (ECC)
- Counties of Craven, Pamlico, Carteret, Jones, and Onslow
- Local municipalities, including Atlantic Beach, Cape Carteret, Cedar Point, Emerald Isle, Havelock, Morehead City, New Bern, Newport, and Oriental
- Down East Rural Planning Organization (RPO)
- Jacksonville Metropolitan Planning Organization (MPO)
- North Carolina Department of Transportation (NCDOT)
- North Carolina Department of Environment and Natural Resources (NCDENR)
- U.S. Forest Service
- Friends of the Mountains-to-Sea Trail (MST)
- East Coast Greenway (ECG) Alliance
- U.S. Marine Corps (at Camp LeJeune and Cherry Point Air Station)
- Land Owners and Managers



Currituck County Pedestrian Master Plan (2017)

“Currituck County is a destination where pedestrian connectivity and access is provided to people of all ages, abilities, and socioeconomic backgrounds and where walking is encouraged and supported to create a healthy, prosperous, and livable Currituck for residents and visitors alike.”



Currituck County Pedestrian Master Plan (2017)

[Currituck County Pedestrian Master Plan \(2017\)](#) | House Districts: [1](#) and Senate Districts: [3](#)

Planning consultant: [Alta Planning + Design](#) | MPO: [Albemarle RPO](#) | [Government website](#) | County: Currituck

Existing conditions:

- “The landscape and conditions for walking on the mainland versus the beach are very different. **Mainland Currituck has virtually no sidewalks or other pedestrian facilities** (greenways, multi-use paths, crosswalks), while **the coastal community** of Currituck County, which consists of Corolla on the Outer Banks, **has a robust network of sidewalks and multi-use trails** (existing conditions are shown in maps [2.1](#) through [2.4](#)).

Community [feedback](#):

- 72% percent of respondents rated current walking conditions on mainland Currituck as poor; 24% rated the conditions as fair.
- 35% percent of respondents rated current walking conditions in Corolla as excellent; 56% rated conditions in Corolla as fair.
- 98% of respondents indicated that improving walking conditions is either very important (80%) or somewhat important (18%).
- 80% of respondents feel that improving walking conditions in Currituck County is very important.

Related plans:

- [Currituck County Comprehensive Transportation Plan \(2015\)](#)
- [Currituck County Land Use Plan \(2006\)](#)
- [Imagine Currituck 2040 Vision Plan \(2022\)](#)





Currituck County Pedestrian Master Plan (2017)

Recommendations:

“Given the large geographical scope and relatively rural setting of the project area, pedestrian network recommendations were **focused within four major pedestrian “hubs” (Moyock, Barco-Maple-Currituck, Grandy, and Corolla) and two minor “subhubs” (Knotts Island and Jarvisburg to Point Harbor)**... The following six featured projects are highlighted in the implementation chapter:”

1. **Moyock:** Improve the crossing infrastructure at the intersection of Caratoke Hwy. and Shingle Landing Rd./Camellia Dr.
2. **Barco:** Install high-visibility crosswalk at intersection of Shortcut Rd. (US-158) and College Way to facilitate pedestrian access to the Currituck Community Park complex.
3. **Grandy:** Improve the crossing infrastructure at Walnut Island Blvd. and Poplar Branch Rd., and add a sidepath along Caratoke Highway between the two intersections.
4. **Grandy:** Create a pedestrian lane along the shoulder of Walnut Island Blvd. to improve safety for existing pedestrian traffic.
5. **Corolla:** Complete critical gaps in the Corolla Greenway and improve crossings along NC-12.
6. **Corolla:** Traffic calming in Whalehead.

- **Potential funding sources in [Appendix A](#)**
- “It is also recommended that Currituck County **adopt Complete Streets and Vision Zero policies** to support safe pedestrian travel in the county.”
- A **program toolkit** was developed to address the community’s needs in terms of education, encouragement, enforcement, and evaluation. **The programs included in this toolkit are:**
 - Watch For Me, NC awareness campaign
 - Safe Routes to School programs
 - Let’s Go NC pedestrian and bicycle safety skills curriculum
 - Walking School Bus and Bike Trains
 - Walk-at-School Programs
 - Speed Feedback Signs » Enforcement Activities



Dallas Bicycle and Pedestrian Plan

[Dallas Bicycle and Pedestrian Plan \(Draft\)](#) | House Districts: [108](#) and Senate Districts: [43](#)

Planning consultant: [Gresham Smith](#) | MPO: [Gaston-Cleveland-Lincoln MPO](#) | [Government website](#) | County: Gaston

- Dallas [received a 2019 NCDOT planning grant](#) to create a new bicycle and pedestrian plan. The latest plan found is in [DRAFT](#) form.



Davie County Bicycle, Pedestrian and Greenway Master Plan (2021)

“The Davie County Bicycle, Pedestrian and Greenway Plan aims to identify feasible, constructible bicycle and pedestrian routes along stream corridors, through open spaces and along roads to create a more connected Davie County.”



Davie County Bicycle, Pedestrian and Greenway Master Plan (2021)

[Davie County Bicycle, Pedestrian and Greenway Master Plan \(2021\)](#) | House Districts: [77](#) and Senate Districts: [30](#)

Planning consultant: [McAdams](#) | RPO: [Northwest Piedmont RPO](#) | [Government website](#) | County: Davie

Existing conditions:

- Existing conditions map [here](#)
- “There are a total of **21.4 miles of sidewalks** currently in Davie County, which are almost entirely within the towns of Mocksville, Bermuda Run and Cooleemee.”
- “While Davie County aspires to increase their greenway offerings, currently residents and visitors have access to the following greenways:”

COUNTY GREENWAY	MILES	SURFACE	DESCRIPTION
RICH PARK GREENWAY	0.8	ASPHALT	10 -FT WIDE GREENWAY MEANDERING IN THE WOODS THROUGH RICH PARK
DAVIE COUNTY COMMUNITY PARK	2.6	VARIOUS	SEVERAL SMALL LOOPS PROVIDE WALKING OPPORTUNITIES IN THE NEW PARK
DAVIE COUNTY MEDICAL CENTER GREENWAYS	1.8	CONCRETE	SEVERAL SMALL LOOPS (<1 MILE) OF WIDE SIDEWALKS (CONCRETE + ASPHALT) AROUND THE MEDICAL CENTER
TOTAL	5.2		



- Related plans:**
- [Davie County Parks & Recreation Master Plan \(2013\)](#)
 - [Davie County Comprehensive Plan \(2019\)](#)



Davie County Bicycle, Pedestrian and Greenway Master Plan (2021)

Community feedback:

Reasons why people are **discouraged to bike, walk or run** in Davie County

- 72% of respondents said “safety concerns (vehicular speed, unsafe crossing, etc.)”
- 68% of respondents said “lack of sidewalks or bike facilities”
- 41% of respondents said “sidewalks or bike facilities that do not connect to where I want to go”
- 28% of respondents said “poor conditions of sidewalks or bike facilities”

Preferred type of bicycling facility (in order):

1. Greenway
2. Bike lane
3. Buffered bike lane
4. Cycle track
5. Shared lane

Priority projects:

1. **Downtown to Community Park:** A bike lane and extension of existing sidewalk on South Salisbury St from downtown Mocksville to the new Davie County Community Park.
2. **Mocksville Loop Trail:** A greenway trail that would connect key community destinations (Rich Park, YMCA, schools, Davidson-Davie Community College, Davie County Early College, and Davie County Community Park) and utilize natural stream corridors (Nelson Creek, no name creek, Bear Creek, Leonard Creek and Elisha Creek) and the existing Rich Park Greenway.
3. **Bermuda Run to Mocksville:** A side path along U.S. 158 connecting the tourist destinations of Winmock at Kinderton in Bermuda Run and Raylen Vineyards & Winery, the facility would change at the intersection of Cedar Creek to an on-road bike lane following U.S. 158 or as a greenway way trail along Cedar Creek into Mocksville (connecting with Mocksville Loop Trail).

***Complete 10 priority projects on [p.75](#)**

***Potential funding opportunities beginning on [p.84](#)**



Davidson Mobility Plan (2019)

“Davidson will provide a balanced and connected network of comfortable facilities for pedestrians, cyclists, transit riders, and drivers; where mobility options are efficient, safe, and convenient; and where Complete Street design is prioritized in all roadway and development projects.”



Davidson Mobility Plan (2019)

[Davidson Mobility Plan \(2019\)](#) | House District: [98](#) and Senate District: [41](#) | [Government website](#) | Counties: Mecklenburg and Iredell

Planning consultants: [Alta Planning + Design](#) and [Stantec](#) | MPO: [Charlotte Regional Transportation Planning Organization](#)

Plan encompasses pedestrian, bicycle, vehicular, transit, and new/emerging mobilities.

Guiding principles (p.1)

- Make ALL Streets Pedestrian Friendly + Accessible to ALL
- Connect Greenways to Popular Destinations in Town
- Create Cycling Options Comfortable for ALL
- New Street Connections + Roadways Traffic Calming + Enforcement
- Provide for Local Transit Services + Access to Regional Transit
- Make Parking Efficient + Well-Managed
- Introduce New Technologies + Policies for New Mobility Options (golf carts, bike share, car share, AVs)
- **Education for ALL Roadway Users**





Davidson Mobility Plan (2019)

Community feedback and data

- **85% of households** responding to the 2017 Davidson National Citizen Survey **support Town funds being used for pedestrian and bicycle facilities.** (p.[22](#))
- Only **44%** of respondents to the 2017 Davidson National Citizen Survey rated “travel by car” positively. (p.[32](#))
- Over the past five years (2013-17), **842 crashes have occurred in Davidson**, resulting in **238 injuries and one fatality** over the five year period measured. (p.[36](#))
- Citizens emphasized that “**Providing a better walking and biking environment was a clear priority,**” which included sidewalk maintenance and repair, more greenways, traffic calming, signage, and prioritizing bike/ped investments vs. new roads in neighborhoods.





Davidson Mobility Plan (2019)

Priority projects and outcomes

13 priority projects developed by the Stakeholder Committee for Town Board of Commissioner's consideration for near-term funding and implementation. **These projects are mapped on pages [8](#) and [9](#).**

Outcomes for pedestrian mobility (p.76)

- 1) 50+ Miles of Sidewalks
- 2) 26 Miles of Greenways and Trails
- 3) 21 Miles of Sidepaths
- 4) 2 Miles of Bike-Ped Connectors
- 5) 10 Miles of new sidewalks and pathways in the Town by 2023.

Outcomes for bicycle mobility (p.86)

1. 18 Total Miles of Bike Lanes
2. 19 Total Miles of Family Friendly Bike Routes
3. 27 Total Miles of Wide Shoulders and Shared Use Markings
4. 49 Total Miles of Greenways, Trails, and Shared Use Paths
5. 94 Additional Miles of Bicycle Facilities in the Town

Recommended bikeway network map on p.[88](#) and [89](#).

***Potential funding sources for implementation identified beginning on [p.158](#)**



Davidson Mobility Plan (2019)



Related plans and information

- [Interactive Town of Davidson Greenways/Multi-Use Paths Map](#)
- [Interactive Town of Davidson Sidewalk Map](#)
- [Town of Davidson Comprehensive Plan \(2020\)](#)
- [Town of Davidson Parks & Recreation Master Plan \(2014\)](#)
- [The Seam Trail](#) - a local government partnership - including Davidson - to develop a north-south trail system of 50 miles of contiguous trails connecting from Statesville, NC to the South Carolina Stateline.



Duck Comprehensive Pedestrian Plan (2014)



Duck Comprehensive Pedestrian Plan (2014)

[Duck Comprehensive Pedestrian Plan \(2014\)](#) | House Districts: [1](#) and Senate Districts: [1](#)

Project consultant: [VHB](#) | RPO: [Albemarle RPO](#) | [Government website](#) | County: Dare

Related plans and information:

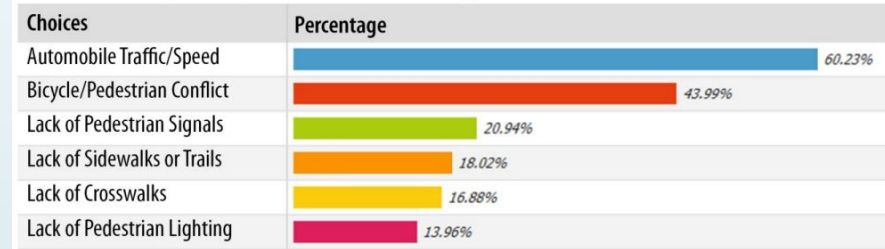
- Pedestrian plan updates [here](#)
- [Duck Comprehensive and Land Use Plan \(2021\)](#)

Existing conditions:

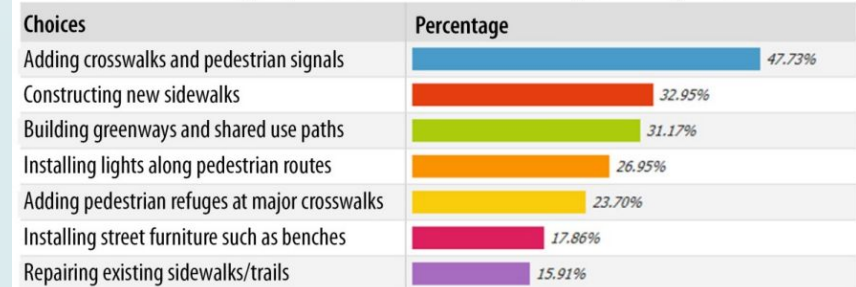
- **“Pedestrian transportation in the Town has traditionally relied on the Duck Trail, which is comprised of a shared use path north and south of the Village Center and roadway shoulders shared by pedestrians and bicyclists within the Village.”**
- **“During tourist season, the existing facilities are heavily used, and conflicts among pedestrians, bicyclists, and vehicles are common. In several locations throughout the Town, ponding of stormwater runoff creates temporary obstructions to pedestrian, bicycle, and vehicular travel, and the Town is improving these locations in a systematic way over time.”**

Community [feedback](#):

What discourages Respondents from Walking in Duck?



Which of the following improvements would encourage walking in Duck?





Duck Comprehensive Pedestrian Plan (2014)

Recommendations:

- **Maps of recommendations in [Figure 1](#) and [Figure 2](#) and potential funding sources listed on p.56**
- **“The Plan recommends the addition of sidewalks to both sides of NC 12 within the Village Center to provide additional capacity within the corridor, separate pedestrians from vehicular and bicycle lanes, and channelize pedestrians to marked crosswalk locations.”**
- **“To capitalize on recent crosswalk improvements by the Town, the Plan recommends for **adding, removing, and consolidating marked crosswalks, to help develop a system of crossings that works with the other improvements included herein.** Several of the crosswalk locations are recommended to include a median refuge island. As lead agency, the Community Development Department **should work with NCDOT to implement the crosswalk improvements.**”**
- **“In conjunction with the installation of sidewalks, **the shoulders with the Village Center should be converted to formal bike lanes with standard pavement markings and signs.** Implementation should be part of the sidewalk construction projects.”**
- **“The Plan recommends minor extensions of the existing shared use path north and south of the Village Center, to connect to existing and proposed facilities and improve the transition into the Village. The Plan also recommends consideration of a longer term project to install a new shared use path on the west side of NC 12 south of the Village. As lead agency, the Community Development Department should partner with NCDOT and private landowners to implement the paths.**
- **“Illumination of marked crosswalks will benefit the high levels of night-time pedestrian, bicycle, and vehicular travel. In addition, over the long-term, pedestrian lighting could be installed throughout the Village Center. **Community Development and NCDOT should work together on implementation.**”**
- **“To complement recently-adopted NCDOT policy, the Town should consider **adopting its own Complete Streets Policy** to encourage development that accommodates all roadway users.”**
- **“The Town should treat education as an integral part of the overall improvement of the pedestrian system, to be pursued concurrently with infrastructure improvements. The Plan includes recommendations for distribution of information through real estate rental companies, professional development for Town staff, coordination with state education programs, and outreach at Town events.”**



Dunn Pedestrian Plan (2008)

“The City of Dunn is a safe, easy, and attractive environment for all of its citizens and visitors to traverse on foot, an increasingly popular way of transportation that is created through many partnerships.”



Dunn Pedestrian Plan (2008)

[Dunn Pedestrian Plan \(2008\)](#) | House Districts: [53](#) and Senate Districts: [12](#)

Project consultant: The Louis Berger Group | MPO: [Capital Area MPO](#) | [Government website](#) | County: Harnett

Existing conditions:

- Existing conditions [map](#)
- “At the time of the Pedestrian Plan effort, there are **approximately 14 miles of sidewalk in Dunn**. The bulk of these existing sidewalks lie along the older downtown streets, while newer developments in the outskirts of the urban core have been constructed in the post 1950’s era when automobiles became the primary mode of transportation for most people and the pedestrian was forgotten.”
- “Important recognition should be made of the **Dunn-Erwin Rail-Trail**, a greenway trail that runs from downtown Erwin to downtown Dunn.”
- “Though Tart Park is located toward the edge of town and away from the most walkable area in Dunn – the central business district – it is a major destination for pedestrians, especially as a recreational opportunity.”

Related plans:

- [Dunn Land Use Plan in progress](#)
- [Imagine Dunn Strategic Vision Plan \(2020?\)](#)

Plan goals:

1. It is safe to walk in Dunn.
2. It is easy, convenient and pleasant to walk in Dunn.
3. Popular destinations in Dunn are pedestrian accessible for people of all abilities.
4. The City of Dunn makes steady progress to implement its pedestrian recommendations.



Dunn Pedestrian Plan (2008)

Community feedback:

- “The majority of survey participants indicated that they currently walk for recreation (65%) or to walk the dog (43%) over transportation (18%). **However, survey responses strongly indicate that a lack of sidewalks in Dunn contributes to the decision not to walk more, in addition to fear of traffic and concerns over distance or time.**”
- “Based on survey responses, many Dunn residents are currently walking to visit family and friends living nearby (57% of survey respondents), with walking trips to local parks and recreation centers ranking second in favorite pedestrian destinations. Many survey **respondents indicated that they would like to walk more** for leisurely activities, such as to visit friends, local parks, the library, church and entertainment venues.”
- “In addition to information on these valuable indicators, **survey respondents also recommended sidewalk and greenway projects**, as well as intersection improvements, which have been incorporated into the project recommendation section of the Plan.”

Recommendations:

- **“Several trails are recommended in the Dunn Pedestrian Plan, including a “downtown trail” extension of the Dunn-Erwin rail-trail into historic downtown Dunn.** Following existing sidewalks in the Central Business District, the downtown trail can be easily accomplished through the installation of signage and creation of a trail map.” (p.[68](#))
- “In addition to parks and trails, local schools are major pedestrian generators and **top priority should be given to creating connections between Dunn’s residential areas and schools.**”
- “Finally, **connections to major employment destinations and retail areas should be considered** further in creating a complete pedestrian network for Dunn.”
- “Tables [5-1](#) and [5-2](#) below highlight sidewalk projects identified through field analysis and public feedback throughout the planning process.”

Potential funding sources listed in [Section 7.6](#)



Durham Bike Walk Implementation Plan (2017)

“The goal of this Plan is to build on that momentum and generate a more livable and healthy city by making more places more accessible to more people. The end result will determine implementable projects that will connect people with safer and better connected bicycle and pedestrian facilities.”



Durham Bike Walk Implementation Plan (2017)

[Durham Bike Walk Implementation Plan \(2017\)](#) | House Districts: [2](#), [30](#), [31](#), [29](#) and Senate Districts: [22](#), [20](#)

Project consultant: [Stantec](#) | MPO: [DCHC MPO](#) | [Government website](#) | County: Durham

Related plans and information

- [Plan progress](#)
- [Durham Trails and Greenways Master Plan \(2011\)](#)
- [DCHC MPO Triangle Bikeway Study](#)

Existing conditions:

- “Durham has **44.3 miles of existing bicycle facilities**, and another **39.1 miles of greenways** that bicycles and pedestrians use today. By the end of 2017, another **8.9 miles of biking facilities are scheduled to begin construction.**”
- “A total of **273 reported (and many are not reported) crashes** involving a cyclist were reported between **2007 and 2013**. Crashes do tend to occur more often where there is more cycling going on, but there are also crashes occurring in neighborhoods throughout the city.”
- “As noted previously, there were **39.1 miles of greenway** in Durham in 2016. Another **543 miles of sidewalk were also in place, with nearly 16 more miles scheduled to be under construction before the end of 2017.**”
- “**Pedestrian crashes**, not all of which are reported to the police, occurred **807 times between 2007 and 2013**. Crashes happen disproportionately where there are no safe street crossings, but also occur in locations where there are many potential conflicts with fast-moving automobile traffic.”



Durham Bike Walk Implementation Plan (2017)

Community feedback:

“What THREE things would encourage you to bike, or bike more, in Durham?” top answers:

1. Better connections between bike lanes, trails and paths
2. More bicycle lanes
3. Less interaction with vehicle traffic

“What THREE things would encourage you to walk, or walk more, in Durham?” top answers:

1. More sidewalks overall
2. Filling in gaps between existing sidewalks
3. Intersection improvements

Priority projects:

“The focus of the Durham Bike+Walk Implementation Plan was to identify 75 projects that could be promptly constructed.”

- 8 bicycle-focused [projects](#)
- 17 pedestrian focused [projects](#)
- 23 intersection [projects](#)
- 25 sidewalk gap [projects](#)
- Project cut sheets start [here](#)

“Funding for bicycle and pedestrian facilities is available at the federal, state and community levels. Information on funding sources is provided by the U.S. Departments of Transportation and the Federal Transit Administration. The Rails-toTrails Conservancy also provides an abundance of creative funding ideas.” (p.[144](#))



Eastern Band of Cherokee Indians Pedestrian Transportation Plan (2010)



Eastern Band of Cherokee Indians Pedestrian Transportation Plan (2010)

[Eastern Band of Cherokee Indians Pedestrian Transportation Plan \(2010\)](#) | House Districts: [119](#) and Senate Districts: [50](#)
Project consultant: [Greenways, Inc.](#) | RPO: [Southwestern RPO](#) | [Government website](#) | County: Swain and Jackson

Plan goals and objectives:

1) Improve pedestrian safety along roadways, at intersections, and off-road.

- **Objective A: Increase pedestrian connectivity** across Cherokee by filling sidewalk gaps.
- **Objective B: Increase the ratio of roads with sidewalks.**
- **Objective C: Increase the ratio of intersections with appropriate crossing devices** such as crosswalks and signalization.
- **Objective D: Reduce traffic speeds and increase traffic calming** and pedestrian measures in downtown, casino, and shopping areas.
- **Objective E: Increase law enforcement efforts to educate and enforce** proper behaviors for both pedestrians and motorists.
- **Objective F: Increase illumination and visibility for high-pedestrian traffic areas** such as the business district and casino areas.

2) Increase routine walking for transportation and recreation.

- **Objective A: Increase programs to promote walking** for people of all ages and walks of life.
- **Objective B: Increase education efforts** for local staff, decisionmakers, full-time residents, part-time residents, and businessowners of the benefits of walkable spaces.
- **Objective C: Increase signage** to promote safe walking.

Related plans and maps

- [Swain county transportation maps](#)
- [Jackson County CTP \(2017\)](#)



Eastern Band of Cherokee Indians Pedestrian Transportation Plan (2010)

Community **feedback**:

- “**94%** said pedestrian conditions were fair or poor in Cherokee.”
- “**91%** said that **improving walking conditions** in the Cherokee area is very important.”
- “**The top three factors that discouraged walking** were lack of sidewalks/trails, automobile traffic and speed, and lack of crosswalks at traffic signals.”
- “US 19 was identified as the **most important roadway needing pedestrian improvements**. Big Cove Road was identified second most.”



Recommendations:

- **7 corridor improvements** on p.[3-4](#) (see [Map 3.1](#))
- **4 hub improvements** on p.[3-6](#) (see [Map 3.2](#))
- **10 crossing improvements** on p.[3-18](#) (see [Map 3.3](#))
- “The EBCI should look beyond its city limits and **link pedestrian facilities to neighboring and regional destinations, such as the the Great Smoky Mountains, Bryson City, and Maggie Valley**. It is recommended that Cherokee coordinate efforts with surrounding communities to create long distance connections for alternative transportation and recreation, particularly through greenway corridor development. **Regional greenway trail connections will encourage and draw individuals to Cherokee** from surrounding areas. Opportunities can come along stream or rail corridors.” (p.[3-22](#))
- “Cherokee should actively participate in the creation of a **local pedestrian advocacy group**, including members of the Eastern Band of Cherokee Indians.” (p.[4-2](#))

List of potential funding sources in [Appendix C](#)



Eden Comprehensive Pedestrian Plan (2022)

“The City of Eden will be a place where people of all ages, abilities, and diverse backgrounds have access to pedestrian facilities and programs that promote the following: alternative transportation modes, exercise and wellbeing, safety, connectivity, and celebration and discovery of the City’s rich culture and history.”



Eden Comprehensive Pedestrian Plan (2022)

[Eden Comprehensive Pedestrian Plan \(2022\)](#) | House Districts: [65](#) and Senate Districts: [26](#)

Project consultant: [AECOM](#) | RPO: | [Government website](#) | County: Rockingham

Plan goals and objectives:

- **Improve Mobility through Pedestrian Networks** - Improve mobility by creating and providing safe pedestrian networks, removing barriers, and enhancing connections between residential neighborhoods and destinations such as schools, stores, houses of worship, and other institutions. Provide active transportation (bicycle and pedestrian) options to the residents of Eden.
- **Provide Pedestrian Education** - Educate the community as to the benefits of pedestrian activity, applicable rules, and regulations.
- **Promote Environmental, Public Health, and Safety Benefits of Walking** - Promote a safe and attractive environment through programs, policies, and partnerships: Recognize the environmental and public health benefits of walking by providing active living environments with safe, connected, accessible facilities along with programs that encourage walking.
- **Encourage Consistent Policies and Zoning Guidelines** - Adopt clear policies and development guidelines in zoning and subdivision regulations consistent with the Pedestrian Master Plan.
- **Establish a Hierarchy for Projects and Support Services** - Provide a hierarchy of recommended infrastructure projects and programmatic support services.
- **Connect Community Destinations and Natural Resources** - Develop facilities and programs that enhance the connection between local and regional cultural sites and natural resources through pedestrian facilities such as greenways or trails. Create a network of multiuse pathways for off-road transportation and opportunities for active and passive recreation that will enhance connections between community origins and destinations such as schools, stores, and churches.



Eden Comprehensive Pedestrian Plan (2022)

Existing conditions:

- **“The City of Eden is highly committed to preserving its natural resources for conservation and recreation.** This is reflected through the twelve recreational facilities dispersed throughout the City’s boundaries.” (p.[16](#))
- **“The City of Eden has multiple plans that outline the importance the City places on the development of an active transportation network.** The following plans are summarized below: City of Eden Comprehensive Pedestrian Transportation Plan, Eden Strategic Plan, the Eden Greenway Master Plan, and the City of Eden Land Development Plan.” (p.[16](#))
- **“Eden has approximately 27 miles of existing sidewalk within the City limits** which are shown in Figure 2-9 and described in Appendix C. While there are sidewalks throughout the City, **they are more prevalent in the areas known as Leaksville and Draper, and less prevalent in Spray and the Meadows Green Sanitary District.**” (p.[28](#))
- **“The City also has several greenways and trails** that are described below. The Smith River Greenway is the longest primary trail at 1.36 miles, followed by the Matrimony Creek Greenway at 1.18 miles, and the Dan River Nature Trail at 0.31 miles.” (p.[28](#))
- **“A community preference survey conducted during the formation of the Greenway Master Plan revealed that respondents had personal safety concerns, as well as concerns for trail clearing, and a need for surveillance. Lighting improvements could be one type of project recommendation to mitigate safety concerns** for residents utilizing the trails. Additionally, the survey noted that **senior citizens typically only walk on the paved walking track at the YMCA and around the Old Eden Mall.** The expansion of the paved multiuse infrastructure within the City could help better serve an aging population.” (p.[28](#))
- **“In 2006, Eden established its first traffic calming program.”** (p.[32](#))
- **Existing pedestrian facilities on [Figure 2.9](#)**



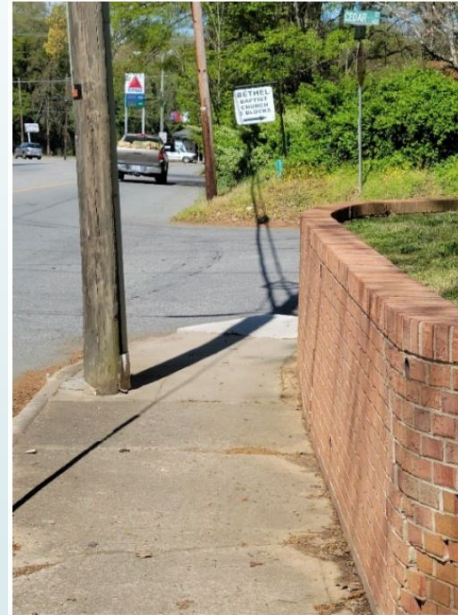
Eden Comprehensive Pedestrian Plan (2022)

Selected opportunities:

- “The commercial corridor along Van Buren Road between Meadow Road and the Dan River is compact and suitable for sidewalks, enhancing the economic growth and investment in the City.”
- “Many of the roadways have room for the addition of pedestrian facilities within the existing ROW.”
- “The City has an existing sidewalk network where connections in gaps will strengthen the network.”
- “The proximity of local resources and shops along key roadways provides the opportunity for **Eden to be a “park once” community, thereby reducing automobile dependence.**”

Selected constraints:

- “A **lack of existing active transportation infrastructure**, particularly sidewalks, that do not form a connected network and result in unsafe conditions for pedestrians.”
- “**Unsafe intersections** for accessing key destinations and recreational facilities, such as the YMCA or local greenways.”



Sidewalk gap on Washington Street at Cedar Street.



Photo 3. Trailhead for the Dan River Nature Trail.



Eden Comprehensive Pedestrian Plan (2022)

Recommendations:

- Recommended Pedestrian Infrastructure Projects map in [Figure 4.1](#)
- Recommended sidewalk map in [Figure 4.7](#) with corresponding [spreadsheet](#)
- “**Wayfinding signage and lighting** is recommended throughout the City” (p.[69](#))
- Recommended UDO policy updates in [table 4.7](#)
- “The City should consider **forming the Eden ATAC** [Active Transportation Advisory Committee] to encompass all multimodal activities and for alignment with NCDOT’s Integrated Mobility Division nomenclature and multimodal directives.” (p.[73](#))
- “In addition to the SRTS [**Safe Routes to School**], the City’s schools could participate in the NCDOT program **Let’s Go NC!** — Pedestrian and Bicycle Safety Curriculum.” (p.[74](#))

List of potential funding sources in [Section 5.3](#)



Proposed sidewalks along the north side of Washington Street.

Related plans:

- [Eden Parks & Recreation Comprehensive Plan \(2017\)](#)
- [Rockingham Vision Plan 2040: Comprehensive Land Use Master Plan \(amended 2022\)](#)



Edenton Bicycle and Pedestrian Plan

House Districts: [1](#) and Senate Districts: [1](#)

RPO: [Albemarle RPO](#) | [Government website](#) | County: Chowan

Edenton [received](#) a NCDOT Bicycle and Pedestrian Planning Grant Award in 2020 to create a new Bicycle and Pedestrian Plan. No plan found yet.

Related plans:

- [Edenton Comprehensive Pedestrian Plan \(2009\)](#)
- [Chowan County & Edenton Greenways and Open Space Plan \(2003\)](#)
- [Chowan County & Town of Edenton Joint Land Use Plan \(2018\)](#)



Elizabethtown Bicycle Plan (2015)

“Elizabethtown is a vibrant, economically thriving, and connected community where bicycling is safe, convenient, and fun. A network of bikeways provides opportunities for bicycling for everyday trips, health and wellness, recreation, community interaction, and access to local businesses, services, parks, and schools.”



Elizabethtown Bicycle Plan (2015)

[Elizabethtown Bicycle Plan \(2015\)](#) | House Districts: [22](#) and Senate Districts: [9](#)

Project consultant: [Alta Planning + Design](#) | RPO: [Mid-Carolina RPO](#) | [Government website](#) | County: Bladen

Plan goals:

1. Provide safe access for bicyclists
2. Promote health and wellness
3. Provide a truly alternative transportation system
4. Respect the community's financial resources in plan phasing
5. Establish framework for future Town and regional planning and funding opportunities
6. Connect Elizabethtown's bikeway system with NC 5 and NC 9 of the state bike route system
7. Integrate as a key element of the overall Bladen County "Greenway/Blueway Plan"



Cape Fear River bridge



Public outreach at the Cape Fear Farmer's Market, March 2015

“Generally, the feedback from residents, visitors, and property owners is that they feel the current bicycling conditions are fair (35%) to poor (65%) and that improving them is very important (77%). Safety, opportunities for recreation and exercise, and increased overall quality of life/livability were the main topics identified by the public through the comment form as being important for this plan to address.” (p.2-12)



Elizabethtown Bicycle Plan (2015)

Existing conditions:

- Existing bicycle infrastructure [Map 2.1](#)
- “Current bicycling **conditions in Elizabethtown are variable**. A small grid network exists near the downtown core that features low traffic volume, low speed, neighborhood streets that can serve as an important building block of the bicycle network. **Most destinations are within a mile from the downtown core, thus easy to reach for all levels of bicyclists. However, several key transportation corridors carry higher traffic volumes and speeds without dedicated space for bicycles.**”
- “Besides the King Street bicycle lanes and the Browns Creek Nature Park & Bicycle Trail, there are no existing bicycle facilities.”
- “**There is limited shoulder on the Cape Fear River Bridge**. Bicyclists wanting to cross the bridge have to mix in with high speed traffic or stay close to the short wall on the outside edge of the bridge that is below the height of the rider.”
- “**Many roadways in town do not contain enough space within the existing pavement to add separated facilities for bicyclists**. Newkirk Street Extension, Swanzy Street, and Quail Street are examples.”
- “There is an **overall lack of traffic and wayfinding signage** for bicyclists.”
- “Groups such as the Cape Fear SORBA and Lake Shore Riders are presently involved in efforts to encourage bicycling in Elizabethtown and Bladen County.”



Above: During this planning process, bicycle lanes were added along King Street in order to create safer bicycling conditions.



Elizabethtown Bicycle Plan (2015)

Recommendations:

- Recommended bicycle infrastructure [Map 3.1](#)
- Recommendations within Town Center [Map 3.2](#)
- Priority Project / Investment summary in [Table 3.1](#)
- **Priority Projects:**
 - [Priority Project #1](#): King Street and Peanut Road Intersection
 - [Priority Project #2](#): Downtown Circulation
 - [Priority Project #3](#): MLK Drive
 - [Priority Project #4](#): Southwest Neighborhood Connectivity
 - [Priority Project #5](#): Tory Hole Park Side Path
- **Priority Investments:**
 - [Priority Investment #1](#): Browns Creek Trail
 - [Priority Investment #2](#): Browns Creek Trail Neighborhood Links
 - [Priority Investment #3](#): East Broad Street Sidepath
 - [Priority Investment #4](#): New kirk Street Extension Sidepath
 - [Priority Investment #5](#): Broad Street, Peanut Road, and Newton Street Streetscape

- “The Town of Elizabethtown could **develop a “one-stop” website** that houses all bicycle- and pedestrian-related information and promotions.”
- “A **Bike Rodeo** is an event where children can learn and practice bicycling skills in a controlled, supervised environment.”
- “The Town should **create an Elizabethtown Hike and Bike Map** to reflect the most current public bicycle and pedestrian infrastructure in town, with a list of bicycle rental locations, suggestions for self-guided bike rides and walks around town, and recommended routes.”
- “The Town of Elizabethtown should **develop a customized wayfinding program** that includes directional signage to local destinations.”
- “The Town of Elizabethtown should ensure that adopted bicycle and shared use path **recommendations from this plan are included in future residential and commercial developments that connect with such proposed facilities.**”
- “The Town of Elizabethtown should **form a bicycle and pedestrian advisory committee (BPAC)** out of the plan’s steering committee to assist in the implementation of this plan.”
- “A goal for Elizabethtown should be to **seek a “Bicycle Friendly Community” (BFC) designation** from the League of American Bicyclists.”

List of potential funding sources in [Appendix B](#)



Elizabethtown Pedestrian Plan (2013)

“The Elizabethtown Pedestrian Plan will identify a safer, more attractive and accessible environment for pedestrians that will connect services, attractions, and destinations thereby enhancing the quality of life for residents and visitors.”



Elizabethtown Pedestrian Plan (2013)

[Elizabethtown Pedestrian Plan \(2013\)](#) | House Districts: [22](#) and Senate Districts: [9](#)
Project consultant: [Withers & Ravenel](#) | RPO: [Mid-Carolina RPO](#) | [Government website](#) | County: Bladen

Plan goals:

1. **Provide safe access to the walkways** for residents and visitors and promote a feeling of safety and security through proper lighting and protection from vehicles and other hazards.
2. **Promote health and wellness** in Elizabethtown by providing attractive walking facilities that connect key destinations, reducing the need to drive.
3. **Provide walkways** for people of all ages, regardless of physical condition.
4. **Consider cost implications of proposed pedestrian network** and provide estimates of probable cost.
5. **Create a plan that can be used for future Town and regional planning** and funding opportunities.
6. **Recommend safe methods and alternatives for pedestrian movement**, including proper signage, lighting, and pedestrian crossing signals.

Community feedback:

- “Many residents expressed a positive feeling toward the new streetscape enhancements, but difficulty in reaching destinations from their homes. Several residents said they **would like to walk** from their homes or offices to commercial and retail businesses along Poplar Street, **but cannot do so without connected sidewalks and safe crosswalks.**”
- “**Many people expressed a desire to use a greenway along the Cape Fear River if it were available.**”
- “An overwhelming 83.7% of respondents stated that Elizabethtown needs improved pedestrian facilities.”
- “The **top three problems cited** while walking in Elizabethtown were “no sidewalk or path”, “uneven or broken surfaces”, and “insufficient lighting”.”
- “78.5% of respondents stated that greenways within Elizabethtown are either “extremely important” or “important”.”



Elizabethtown Pedestrian Plan (2013)

Existing conditions:

- “The existing pedestrian system in Elizabethtown consists of on-street sidewalks providing adequate connection opportunities within the downtown core, but with little connectivity to other destinations, particularly neighborhoods, around Town. However, there are gaps in the existing sidewalk system, limiting safe connections throughout the Town.”
- “In addition, crosswalks are limited throughout Elizabethtown, providing few opportunities for safe crossings.”
- The downtown core has sidewalks which can be expanded upon.”
- “Many popular destinations are located in close proximity to one another, allowing for easy connectivity.”
- “There is wide public and governmental support for pedestrian facilities.”
- Existing pedestrian network [map](#)

Recommendations:

- **Map of proposed sidewalk network on [p.42](#)**
- **25 spot improvements beginning on [p.44](#)**
- **Long-term projects beginning on [p.54](#)**
- **[Top 5 projects](#)**
 - Poplar Street, King Street, Broad Street and Peanut Road, Access to schools, Poplar Street Corridor
- “Clear direction on sidewalk requirements for future development should be incorporated into the UDO in order for the Town to create a unified approach to their pedestrian system and ensure a safe, appealing walking environment for their residents and visitors.” (p.[37](#))
- “The Town has also been in discussion with the East Coast Greenway to try to incorporate the proposed regional greenway system through Elizabethtown. These discussions should continue...”

List of potential funding sources in [section 7.2](#)

Related plans:

- [Elizabethtown Land Use Plan in progress](#)
- [Elizabethtown Bicycle Plan \(2015\)](#)



Elkin Bicycle and Pedestrian Plan (2020)

“The Town of Elkin will be a place where people of all ages and diverse backgrounds have access to bicycle and pedestrian facilities and programs that promote: alternative transportation modes; access to trails, parks and the natural setting around the town; safety; connectivity; and celebration and discovery of Elkin’s rich culture and history.”



Elkin Bicycle and Pedestrian Plan (2020)

[Elkin Bicycle and Pedestrian Plan \(2020\)](#) | House Districts: [90](#) and Senate Districts: [36](#)

Project consultant: [AECOM](#) | RPO: [Northwest Piedmont RPO](#) | [Government website](#) | County: Surry

Plan goals and objectives:

- 1. Improve Mobility through Bicycle and Pedestrian Networks:** Improve mobility by creating and providing safe bicycle and pedestrian networks, removing barriers and enhancing connections between residential neighborhoods and destinations such as schools, stores, houses of worship, and other institutions. Provide active transportation (bicycle and pedestrian) options to the residents of Elkin.
- 2. Provide Bicycle and Pedestrian Education:** Educate the community as to the benefits of bicycle and pedestrian activity, applicable rules, and regulations.
- 3. Promote Environmental, Public Health, and Safety Benefits of Biking and Walking:** Promote a safe and attractive environment through programs, policies, and partnerships: Recognize the environmental and public health benefits of biking and walking by providing active living environments with safe, connected, accessible facilities along with programs that encourage bicycling and walking.
- 4. Encourage Consistent Policies and Zoning Guidelines:** Adopt clear policies and development guidelines in zoning and subdivision regulations consistent with the bicycle and pedestrian master plan.
- 5. Establish a Hierarchy for Projects and Support Services:** Provide a hierarchy of recommended infrastructure projects and programmatic support services.
- 6. Connect Community Destinations and Natural Resources:** Develop facilities and programs that enhance the connection between local and regional cultural sites and natural resources through bicycle and pedestrian facilities such as greenways or trails. Create a network of multi-use pathways for off-road transportation and opportunities for active and passive recreation that will enhance connections between community origins and destinations such as schools, stores, and churches.



Elkin Bicycle and Pedestrian Plan (2020)

Existing pedestrian conditions:

- “The road network in Elkin roughly forms a street grid typical of many North Carolina towns with its downtown as a central core. The town is in the foothills of the Blue Ridge Mountains and has a variable topography and connection to extensive greenway and trail systems located throughout the town’s limits.”
- “Elkin has several existing sidewalks on multiple streets located throughout the town limits. Based on visual inspections of the sidewalks, the condition of these existing sidewalks varies from poor to moderate condition. Sidewalks in the downtown area, specifically along Main Street, Church, and Bridge Streets are in better condition than in other parts of the town.”
- “Many of the crosswalks at intersections in the town are standard crosswalks with mid-block crossings having striped crosswalks. **There are no pedestrian lights at any intersections in the town.** All crosswalks at intersections in the town would benefit improved crossing facilities including pedestrian lights and high-visibility crosswalks.”
- “The only bicycle facility is located along Front and Commerce Street, from Main Street to South Bridge Street. The Surry County Scenic Bikeway is the only designated bicycle route. This 513-mile bike route passes by wineries, historic sites, and parks in Surry County. In Elkin, it uses West Spring Street, Main Street and NC Hwy 268 through the town.”
- “Although actual bicycle and pedestrian counts were not available for this plan; the Steering Committee and public meeting participants **noted significant pedestrian activity in the downtown area, as well as between Elkin High School and downtown.** The trails along the Yadkin River have become popular attractions for both bicyclists and local employees. The Steering Committee and public meeting participants also noted pedestrian activity and pedestrian safety concerns around North Bridge Street, CC Camp Road, and NC Hwy 268.”



Elkin Bicycle and Pedestrian Plan (2020)

Public feedback:

Elkin residents had opportunities in the survey to provide recommendations with specific locations in need of attention, and the following four points summarize these responses:

- 1. Connecting Downtown Elkin, neighborhoods, shopping, parks, and trails:** Many respondents requested complete bicycling and pedestrian networks that connect the key destinations throughout the town. Greater accessibility to these areas through modes of active transportation will reduce automobile dependence.
- 2. Bicycling and walking safely around downtown, the hospital, retail, and schools:** Several streets were identified as unsafe because of the condition of sidewalks, a lack of bike lanes, and limited vehicle speed regulation. In addition, neighborhoods with destinations like the hospital, parks, and schools lack a complete sidewalk network, which discourages residents from bicycling and walking. Examples include North Bridge Street, CC Camp Road, Elk Spur Street, and NC Hwy 268
- 3. Providing bicycle pavement markings:** Driver awareness was identified as a concern in the survey. Pavement markings may provide visual cues to drivers to be on the look-out for bicyclists on the road. In return, higher awareness should promote safety throughout the town.
- 4. Promoting expansion of bicycle and pedestrian amenities on existing roadways through local ordinances:** Seventy-five percent of respondents suggested that Elkin officials utilize local ordinances to maintain, protect, and expand bicycling and pedestrian facilities as improvements and developments are built.



Mountains-to-Sea Trail Signage on Main Street



Elkin Bicycle and Pedestrian Plan (2020)

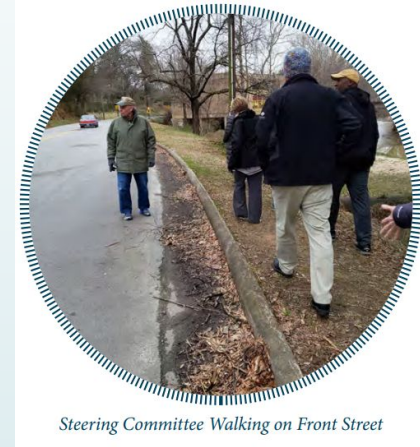
Recommendations:

Complete 19 priority project list in [Table 4.2](#)

- **Top 5 priority projects are:**

- 1) Elk Spur Street Corridor Improvements
- 2) North Bridge Street Downtown Pedestrian Improvements
- 3# CC Camp Road Corridor Improvements (east of US 21)
- 4) CC Camp Road Corridor Improvements (west of US 21)
- 5) North Bridge Street Pedestrian Improvements
- “Update ordinances and/or zoning to include bicycle and/or pedestrian specific facilities including **Complete Streets**.”
- “Implement the recommendations in the Elkin Comprehensive Plan related to bicycling and pedestrian improvements in the various proposed overlay districts.”
- “Create a town-wide policy that identifies and pursues opportunities for greenway tie-ins to neighborhoods.”
- “Develop a Unified Gateway Monument and Signage Plan.”
- “...an overarching recommendation would be to develop a Bicycle and Pedestrian Advisory Committee (BPAC)”
- “To improve both safety and access to schools, the town should work with NCDOT to develop an [Safe Routes to Schools] SRTS plan for Surry County Schools.”

List of potential funding sources in [Section 5.4](#)



Related plans:

- [Town of Elkin 2030 COMPREHENSIVE TOWN-WIDE MASTER PLAN](#)
- [Future Land Use Map](#)
- [Town of Elkin Greenway Master Plan \(2007\)](#)



Fairmont Bicycle and Pedestrian Plan (2017)

“The Town’s Vision for this project is to better connect the residential neighborhoods by expanding the sidewalk network, and provide low-impact outdoor recreation and socialization opportunities for residents.”



Fairmont Bicycle and Pedestrian Plan (2017)

[Fairmont Bicycle and Pedestrian Plan \(2017\)](#) | House Districts: [47](#) and Senate Districts: [24](#)
Project consultant: [VHB](#) | RPO: [Lumber River RPO](#) | [Government website](#) | County: Robeson

Related plans:

- [Robeson County CTP \(2011\)](#)
- [Sandhills Regional Bike Plan \(2019\)](#)

Plan goals:

1. Identify existing physical and psychological barriers to walking and bicycling.
2. Establish a long-term cohesive and comprehensive network of pedestrian and bicycle facilities.
3. Support educational and enforcement initiatives to promote walking and bicycling.
4. Prioritize facility recommendations and identify potential funding sources.



South Walnut Street



Fairmont Bicycle and Pedestrian Plan (2017)

Existing conditions:

- **“Main Street is the original NC Highway 41, and runs through the center of Downtown Fairmont and parallel to Walnut Street. Main Street is a 2-lane roadway supporting 4,000 vehicles per day with a posted speed limit of 20 mph. There is on-street parking along both sides of Main Street within the historic downtown. Because of the relatively low volume of vehicles and low posted speed, this is the ideal roadway to support shared lane markings for bicycles.”**
- **“NC Highway 130 (Cottage Street) is a 2-lane, east-west roadway supporting 2,000 vehicles per day with a posted speed limit of 35 mph. While the Town portion of NC Highway 130 appears to be bikeable, the rural portions may only feel comfortable for experiences bicyclists because of vehicle operating speed.”**
- **“The Fairmont Community Park, located at the intersection of South Main Street and Fisher Street, serves as the main recreational facility. The park features a circular walking path, a children’s playground, and other recreational facilities. The park does not directly connect to downtown by bicycle path or pedestrian sidewalk.”**
- **“The Town has 6.5 miles of existing sidewalk; it should prioritize closing gaps and connecting sidewalks into a network of pedestrian facilities within the downtown, commercial, and industrial areas of Town.”**
- **“On-street parking is present along South Main Street and Iona Street, but it is not prevalent along other roads. Many roadways are wide enough to support a road diet and restriping to accommodate bicycle lanes, shared lane markings, or a new curb and gutter with sidewalk improvements, provided that traffic capacity is not affected.”**



Fairmont Bicycle and Pedestrian Plan (2017)

Community **feedback**:

- “In general, the residents of Fairmont expressed a tremendous desire to walk and bike in their community. Almost three-quarters of survey respondents indicated that they currently walked at least once for work or recreation in a week and over one-third of respondents stated that they bike at least once a week.”
- Respondents to the public survey displayed a negative view of the current bicycle and pedestrian infrastructure in Fairmont. **Well over half of all respondents indicated that they felt the biking and sidewalk network in Fairmont was either poor or very poor (Figure 8).**
 - “The most popular reasons cited by the public were the state of repair of existing infrastructure, lack of lighting, and gaps in the existing network. Unsafe vehicle speeds were also considered a strong deterrent to active transportation in Fairmont.”

Recommendations:

- Prioritized facility recommendation spreadsheet p.[33](#) with corresponding map p.[32](#)
- “Many of the Town’s existing sidewalks are in disrepair and in need of replacement. **This plan recommends sidewalks along both sides of several roadways**, including Morro Street, Leesville Road, Martin Luther King Drive, and Walnut Street (NC 41), among others.” (p.[v](#))
- “**The plan recommends two shared use path corridors**, for long-range consideration, **because the local community prioritized sidewalk infrastructure over recreational trail construction**. As the lead agency, the Town should partner with NCDOT, NC Rail-Trails, and private land owners to plan and implement these shared use paths as part of a larger network of facilities.” (p.[v](#))
- “**Two intersection locations** along Main Street and two intersections along Walnut Street are identified for improvement. **Pavement markings, crosswalk striping, and ADA curb ramps are recommended** for each location, with signage and/or lighting as needed.” (p.[vi](#))
- “The Plan includes recommendations for **internal education of staff as well as coordination with Let’s Go NC programs or the East Smart, Move More NC initiative.**” (p.[vi](#))

List of potential funding sources in [Appendix B](#)



Farmville Comprehensive Pedestrian Plan (2014)

“Farmville is recognized as a pedestrian-friendly community where walking is a safe, viable, healthy, and popular transportation and recreation choice for all citizens, students, workers, and visitors.”



Farmville Comprehensive Pedestrian Plan (2014)

[Farmville Comprehensive Pedestrian Plan \(2014\)](#) | House Districts: [8](#) and Senate Districts: [5](#)

Project consultant: [Mid-East Commission](#) | RPO: [Mid-East RPO](#) | [Government website](#) | County: Pitt

Existing conditions:

- Existing pedestrian inventory on [Map 4.2](#)
- **“The overall transportation system in Farmville is automobile dependent.** As a result, intersections and thoroughfares were designed to accommodate automobile travel only. Farmville’s more recent commercial growth has evolved around the US Highway 264 and May Boulevard corridors that include shopping centers with grocery stores, restaurants, and a service station. While “urban sprawl” is limited, the pattern of commercial development along the existing thoroughfares can be intimidating for walkers due to many commercial driveways, intersections that are unsafe to cross, limited access and lack of provisions to accommodate pedestrian travel.”
- “The most bicycle and pedestrian accessible areas of Farmville are its residential areas due to low traffic speeds and short blocks.”

Community [feedback:](#)

- “Respondents said they would support public funds being used for pedestrian improvements. The majority of these respondents preferred to see State and Federal as well as Safe Routes to School funds used to fund improvements.”
- **“The lack of sidewalks and trails, accompanied with automobile traffic, speeding, and aggressive motorist were all reasons listed by respondents that discouraged them from walking.** Most likely in part because of these concerns, Greenways and Side Use Paths, both of which keep pedestrians away from motorist, were the top choices among the facilities that funding should be spent on.”
- **“Among the top corridors respondents would like to see pedestrian facilities or improvements were** the completion of sidewalk along Church Street toward the Methodist Church; completion of sidewalk along Main Street all the way to Marlboro (US 264 ALT); and Grimmersburg to Wilson Streets. Locations that lead to or surround the Town Common as well as recreation facilities were also reported as areas needing facilities or improvements.”



Farmville Comprehensive Pedestrian Plan (2014)

Recommendations:

- Top 10 priority projects (as well as short-, mid-, and long-term projects beginning on p.[5](#))
- Sidewalk additions and improvements cutsheets beginning on p.[41](#)
- Greenway and shared-use path cutsheets beginning on p.[59](#)
- “Establish a Standing Pedestrian and Pedestrian Advisory Committee”
- “Providing Pedestrian Facilities as parts of all existing/proposed roadways”
- “All Town departments should consult the Comprehensive Pedestrian Plan when implementing projects and conducting plan reviews.”
- “The Town should consider traffic calming measures and/or speed reductions on roads with sidewalks or high pedestrian activity.”

List of potential funding sources in [Appendix D](#)

Related plans:

- [Pitt County Greenway Plan 2025](#)
- [Farmville Comprehensive Land Use Plan in progress](#)



Fayetteville Bicycle Plan (2020)

“The City of Fayetteville Bike Plan identifies opportunities for leadership to establish a bicycling network that offers a safe and reliable transportation system for users of all ages and abilities.”



Fayetteville Bicycle Plan (2020)

[Fayetteville Bicycle Plan \(2020\)](#) | House Districts: [44](#), [43](#), [45](#) and Senate Districts: [19](#), [21](#)
Project consultant: [Stantec](#) | MPO: [Fayetteville Area MPO](#) | [Government website](#) | County: Cumberland

Plan goals:

1. Improve Bicyclist Safety
2. Provide Separation from Vehicles
3. Increase Network Connectivity
4. Address Maintenance Conditions
5. Provide Access to Popular Destinations



Ames Street Multi-Use Lane (shoulder)

Existing conditions:

- Existing bicycle facilities on [Map 2.2](#)
- Bicycle Plan alignment with other local plans on p.[20](#)
- “A review of on-road and off-road facilities in the City of Fayetteville reveals **the City maintains 64 miles of multiuse lanes** on various City owned roadways. Multi-use lanes are typically installed on low traffic volume and low speed (25mph) residential roadways.” (p.[22](#))
- The City maintains **nearly 20 miles of trails**, including:
 - Mazarick Park Trail
 - Lake Rim Park Trail
 - Festival Park Trail
 - Cross Creek Linear Park Trail
 - Clark Bike Trail
 - Cape Fear River Trail
- “**Connections by biking are lacking in Fayetteville.** Even with the existing on-road facilities and trails, cyclists are unable to travel any significant distance due to the lack of safe connections and an established network in the area.” (p.[22](#))



Fayetteville Bicycle Plan (2020)

Recommendations:

- Implementation table and associated policy, program and general recommendations in [Table 5.1](#)
- **List of potential funding sources beginning on p.75**
- Table of **171 prioritized projects** in [Appendix D](#) (Top 5 below)

Related plans and information:

- [Fayetteville Comprehensive Pedestrian Plan \(2018\)](#)
- [2040 Comprehensive Plan and Future Land Use Map](#)
- [Downtown Urban Design Plan \(2019\)](#)
- [The Cape Fear River Plan \(2016\)](#)
- [Cape Fear Mountain Bike Trail](#)
- Fayetteville Parks & Recreation Plans [here](#)

PRIORITIZED RECOMMENDED PROJECTS LIST

Priority Rank	Road Name	From	To	Type	Length (mi)	Prioritization Factors					Priority Score
						Dest.	Safety	Sep.	Maint.	Conn.	
1	NC 210 (Murchison Rd)	Langdon St	US 401 (Martin Luther King Jr Fwy)	Separated Bike Lane	0.96	13.0	16.9	18.5	17.8	18.8	84.9
2	NC 210 (Murchison Rd)	US 401 (Pamalee Dr)	Langdon St	Separated Bike Lane	1.79	16.2	16.9	18.5	17.8	9.4	78.8
3	NC 210 (Murchison rd)	Shaw Rd	Country Club Dr	Separated Bike Lane	1.46	9.7	16.9	18.5	17.8	9.4	72.3
4	Fort Bragg Road	Bragg Blvd Off Ramp	Broadfoot Ave	Separated Bike Lane	2.28	16.2	16.9	18.5	17.8	1.9	71.2
5	Ireland Dr	Cumberland Rd	US 401 (Raeford Rd)	Buffered Bike Lane	2.21	13.0	16.9	18.5	17.8	1.9	68.0



Fayetteville Comprehensive Pedestrian Plan (2018)



“Fayetteville would like to improve connectivity to all parts of the City by providing safe and usable pedestrian facilities to its residents and visitors.”



Fayetteville Comprehensive Pedestrian Plan (2018)

[Fayetteville Comprehensive Pedestrian Plan \(2018\)](#) | House Districts: [44](#), [43](#), [45](#) and Senate Districts: [19](#), [21](#)
Project consultant: [Stantec](#) | MPO: [Fayetteville Area MPO](#) | [Government website](#) | County: Cumberland

Plan goals:

1. **Improve safety for all pedestrians:** Reduce crashes and improve the walking environment.
2. **Improve health, activity and cohesiveness of the community:** Provide opportunities to recreate and choose walking for transportation.
3. **Develop projects according to demand:** Ensure the pedestrian network provides access in areas where people live, work, shop and play.
4. **Improve access to transit:** Provide direct networks to transit stops and center.



Worn path 71st School Rd at 71st High School



Local citizens at the Public Open House identifying locations that are hazardous to walk



Fayetteville Comprehensive Pedestrian Plan (2018)

Existing conditions:

- Existing sidewalk and trails map in [Figure 1](#)
- **“Currently there are 1,202 centerline miles of roads and 283 miles of sidewalk in the City (roughly 1:5 ratio). A tour of the city reveals many intersections are currently signaled but lack pedestrian signals and/or crosswalks, sidewalk gaps are present along corridors, and many high-traffic corridors lack sidewalks altogether.”**
- Recently the City has completed several projects to improve pedestrian safety including:
 - 1. New sidewalk on Cliffdale Rd from Glensford Drive to McPherson Church Road, includes pedestrian signals and crosswalks at Cliffdale Rd and McPherson Church Rd.
 - 2. New sidewalk on Cain Rd from Bragg Blvd to Pamalee Dr.
 - 3. New sidewalk on Rosehill Rd from Country Club Dr to Hickory Hill Rd, includes pedestrian signals and crosswalks at Chadwick Rd.
- Planned projects by NCDOT from the 2018-2027 Statewide Transportation Improvement Plan (STIP) found on p. [18](#)
- **“Continuing education students make up a large portion of the walkers in Fayetteville.** Methodist College, Fayetteville State University, and Fayetteville Technical College are located in the city and have a **combined enrollment of more than 21,000 students.** College students are known for lacking easy access to a car and walking long distances to school and between classes.”
- **“Ft Bragg heavily influences the City’s demographics. Over 39,000 considered the military installation home in 2010.** These residents travel, shop, and play throughout the City of Fayetteville, and **many do not have a vehicle during their tenure.”**
- **“Fayetteville is home to over 43 elementary, middle and high schools. Many of the schools are located on large, multi-lane, pedestrian-unfriendly roads. Sidewalks are lacking in many areas...”**



Fayetteville Comprehensive Pedestrian Plan (2018)

Recommendations:

- “Overall the concerns of the survey revealed residents of Fayetteville want an increase in safer walking facilities citywide. The results of the survey combined with the number of worn paths evident along many busy corridors and the crash history demonstrate the needs for improvements. **The idea of complete streets matches this range of concerns.**”
- **Short-term sidewalk recommendations on p.[50](#)**
- **Mid-term sidewalk recommendations on p.[56](#)**
- **Long-term sidewalk recommendations on p.[62](#)**
- **Intersection recommendations beginning on p.[64](#)**
- **“Form a Pedestrian Advisory Committee.** The pedestrian planning process has engaged many citizens in visioning and goal-setting for Fayetteville. Building on this momentum to keep citizens engaged in a permanent committee structure will allow continued citizen involvement in the Plan’s implementation.” (p.[90](#))
- **“Adopt policy changes that support the goals of the Pedestrian Plan.** Proposed ordinance changes that will be crucial to balancing the public/private burden of implementing this Pedestrian Plan are listed in the funding section of the Plan.” (p.[90](#))
- “Develop supportive education, encouragement and enforcement programs.” (p.[90](#))

List of potential funding sources beginning on p.[119](#)

Related plans and information:

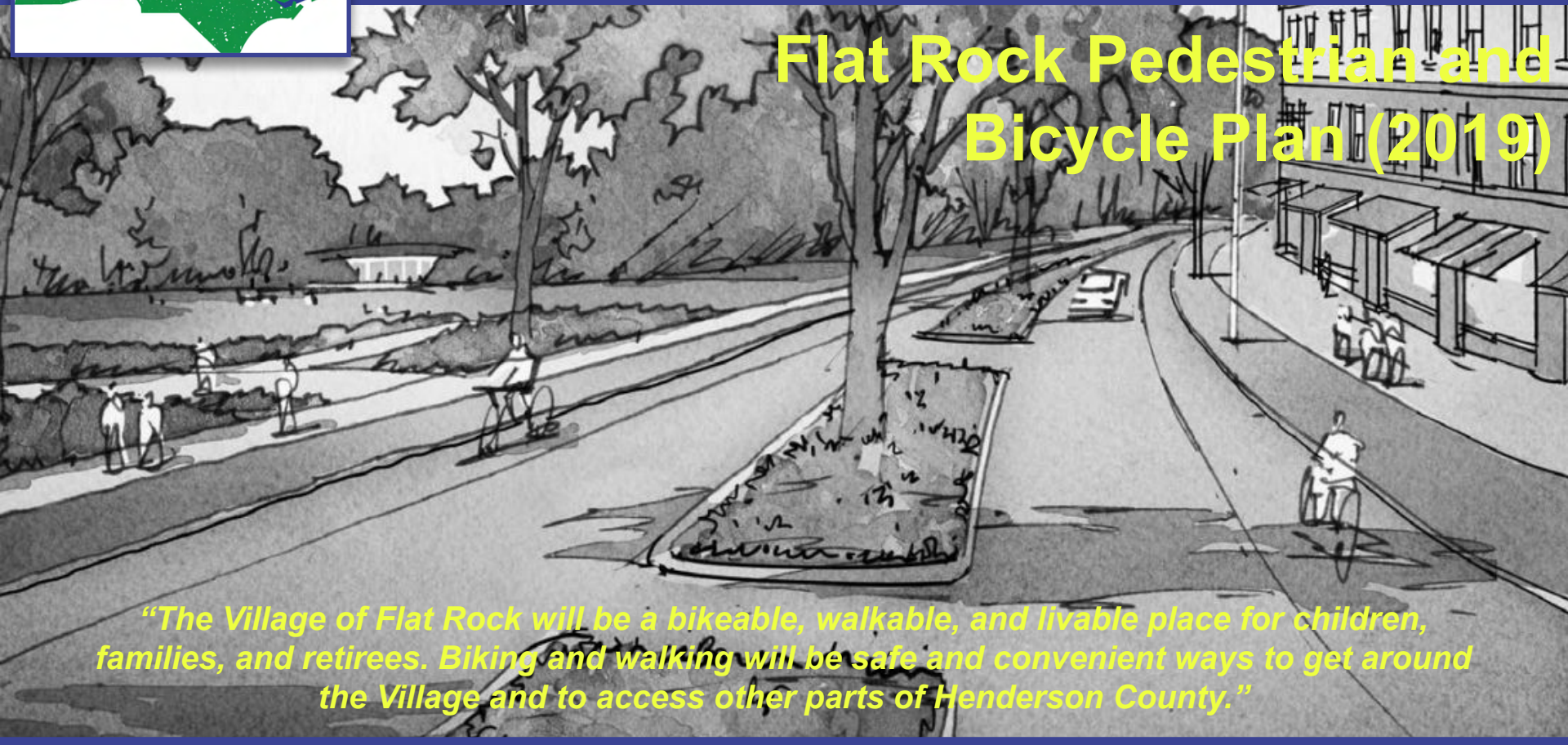
- [Fayetteville Bicycle Plan \(2020\)](#)
- [2040 Comprehensive Plan and Future Land Use Map](#)
- [Downtown Urban Design Plan \(2019\)](#)
- [The Cape Fear River Plan \(2016\)](#)
- [Cape Fear Mountain Bike Trail](#)
- Fayetteville Parks & Recreation Plans [here](#)



BikeWalk NC



Flat Rock Pedestrian and Bicycle Plan (2019)



“The Village of Flat Rock will be a bikeable, walkable, and livable place for children, families, and retirees. Biking and walking will be safe and convenient ways to get around the Village and to access other parts of Henderson County.”



Flat Rock Pedestrian and Bicycle Plan (2019)

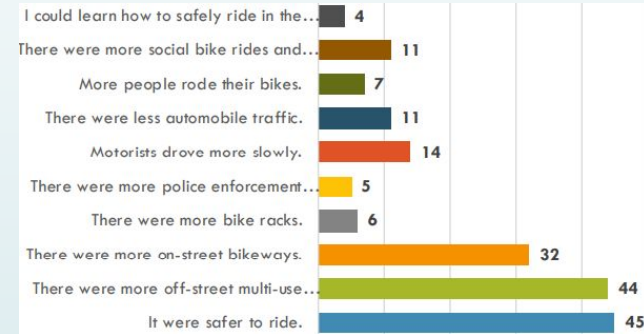
[Flat Rock Pedestrian and Bicycle Plan \(2019\)](#) | House Districts: [113](#) and Senate Districts: [48](#)
 Project consultant: [Kimley-Horn](#) | MPO: [French Broad River MPO](#) | [Government website](#) | County: Henderson

Plan goals:

1. Create connections between the Village’s parks and residential neighborhoods.
2. Promote the Village’s historic pre-automobile character.
3. Enhance connectivity to Hendersonville and Henderson County.

Community feedback:

“I would bike more if...”



“I would work more if...”





Flat Rock Pedestrian and Bicycle Plan (2019)

Existing conditions:

- “All streets within the Village of Flat Rock are owned and maintained by NCDOT, except for Village Center Drive and some private subdivision routes.”
- “Between September 2013 and August 2016 there were a total of **110 crashes** in the Village limits.”
- “The highest traffic volumes in Flat Rock occur along Greenville Highway north of Blue Ridge Road and N Highland Lake Road... Traveling along major corridors such as these can **subject pedestrians and bicyclists to high levels of stress** since the routes have little to no dedicated pedestrian and bicycle infrastructure, higher traffic volumes, and higher travel speeds.”
- “**Currently bicycle and pedestrian accommodations in the Village are limited.** There is approximately **1 mile of brick multi-use path** that runs along Greenville Highway, W. Blue Ridge Road, and Little River Road near the Village Center. North Carolina Bike Route 8, approximately an 120-mile signed state bike route stretching from Brevard to Lincolnton runs east-west along Little River Road and W. Blue Ridge Road. **Through the Village of Flat Rock, this signed bike route is not supported by any bicycle specific infrastructure.**”
- “There are currently **two planned roadway projects in the Draft STIP** that directly impact bikeability and walkability in the Village.”
 - [N. Highland Lake Road \(U-5887\)](#)
 - [Kanuga Road \(R-5748\)](#)
- “The French Broad River Metropolitan Planning Organization (**FBRMPO**) is **including three new greenway feasibility studies in Henderson County.** Two of the three studies do not pass through the Village; however, the projects do have a direct impact on regional greenway connectivity and tie-ins to recommendations from this plan.”



Flat Rock Pedestrian and Bicycle Plan (2019)

Recommendations:

- Full recommended infrastructure on [Map 4.1](#)
- Priority project recommended infrastructure on [Map 4.2](#)
- 10 priority project cutsheets beginning on p.[31](#)
- Program and policy recommendations on p.[35](#) and includes:
 - ADOPT A LOCAL COMPLETE STREETS POLICY
 - CREATE A BICYCLE PEDESTRIAN ADVISORY COMMISSION
 - DEVELOP AND ADOPT A VILLAGE TRAFFIC CALMING POLICY
 - REQUIRE NEW DEVELOPMENTS TO INCLUDE BICYCLE AND PEDESTRIAN FACILITIES
 - BECOME A WATCH FOR ME NC PARTNER COMMUNITY
 - ESTABLISH A LOCAL SAFE ROUTES TO SCHOOL PROGRAM
 - BECOME A LEAGUE OF AMERICAN BICYCLISTS BICYCLE FRIENDLY COMMUNITY AND A WALK FRIENDLY COMMUNITY
 - SUPPORT REGIONAL TRAIL CONNECTIVITY EFFORTS

List of potential funding sources beginning on p.[45](#)



Related plans:

- [Flat Rock Comprehensive Land Use Plan \(amended 2020\)](#)
- [Henderson County Greenway Master Plan \(2019\)](#)
- [Henderson County Comprehensive Plan \(update in progress\)](#)



Fletcher Bicycle and Pedestrian Plan (2020)

“In the Town of Fletcher, residents, workers, and visitors choose walking and bicycling as comfortable and convenient ways to get around. The Town’s active transportation network links people to jobs, schools, destinations, and adjacent communities. People of all ages and abilities have access and enjoy the accessibility, well-being, and recreation benefits the network provides. Walking and bicycling are part of Fletcher’s culture, making the town a vibrant place to live.”



Fletcher Bicycle and Pedestrian Plan (2020)

[Fletcher Bicycle and Pedestrian Plan \(2020\)](#) | House Districts: [117](#) and Senate Districts: [48](#)
Project consultant: [Traffic Planning & Design](#) | MPO: [French Broad River MPO](#) | [Government website](#) | County: Henderson

Plan goals:

1. Build a safe and comfortable network
2. Expand the network
3. Foster healthy people and the environment
4. Promote access to destinations, including parks and recreation facilities, proximity to jobs, proximity to schools, proximity to basic needs (food, medical, etc.)
5. Promote an equitable and inclusive Fletcher

Existing conditions:

- “Being in the Blue Ridge Mountains of Western North Carolina, Fletcher’s geography is characterized by rolling hills, mountains, creeks, streams, rivers and small bodies of water.”
- “Since **Fletcher does not have a complete network of greenways, sidewalks or dedicated bicycle facilities**, travel by bicycle or on foot requires users to share the primary roadway network. These primary network roads are narrow, many with no shoulder, and have posted speed limits of 35-45 mph.”
- “Currently, there are **5.4 miles of sidewalks** in the Town of Fletcher. The longest segments are along Hendersonville Road (US 25) and St. John Road (SR 1361), with shorter sections on Underwood Road (SR 3540) and the Fletcher section of Airport Road (NC 280).”
- “Today, Fletcher has **2.7 miles of greenways in Fletcher** which comprises the Cane Creek Greenway. This includes the portion of the trail that crosses private land.”
- “Although the Town is a popular place for cycling, **Fletcher has no dedicated facilities for people biking other than the Cane Creek Greenway.**”



Fletcher Bicycle and Pedestrian Plan (2020)

Recommendations:

These are projects that are foundational to the Fletcher bicycle and pedestrian network. They will help establish a spine to the network and connect major destinations. As funding opportunities present themselves, these projects should be prioritized. (p.64)

1. Fanning Bridge Road Multiuse Side Path*
2. Town Hall to Bill Moore Park Off-Road Trail
3. Cane Creek West Off-Road Trail*
4. Underwood Road Multiuse Side Path
5. Old Airport, Mills Gap & Hooper's Creek Roads Multiuse Side Path
6. Rutledge Road Multiuse Side Path
7. Hooper's Creek Off-Road Trail*
8. Rutledge Connector Off-Road Trail/Multiuse Side Path
9. FernLeaf Off-Road Trail/Multiuse Side Path
10. Jackson Road Bike Lanes
11. Old Hendersonville Road Sidewalk
12. Old Salem Church Off-Road Trail/Multiuse Side Path
13. Southern Road Sidewalk
14. Fletcher Hills Sidewalk

- Priority Linear Projects for the Fletcher Bicycle and Pedestrian Network on [Map 15](#)
- Long Term Linear Projects for the Fletcher Bicycle and Pedestrian Network on NCDOT Roads on [Map 16](#)



Related plans:

- [Heart of Fletcher Master Plan 2012-13](#)
- [Henderson County Greenway Master Plan \(2019\)](#)
- [Henderson County Comprehensive Plan \(update in progress\)](#)
- [Additional](#) Town of Fletcher plans



Forest City Pedestrian Plan (2015)

“Forest City is recognized for its livability image of a small town with great climate and quality of life amenities that give it a competitive edge for economic growth. The vibrant downtown reflects a memorable city image of a town that promotes, protects and celebrates its unique and distinctive character. Forest City is highly regarded throughout the region and North Carolina as a progressive and dynamic small town where people want to live, work, shop, play and visit.”



Forest City Pedestrian Plan (2015)

[Fletcher Bicycle and Pedestrian Plan \(2020\)](#) | House Districts: [113](#) and Senate Districts: [48](#)
Project consultant: Kostelec Planning | RPO: [Foothills RPO](#) | [Government website](#) | County: Rutherford

Plan goals (correspond with Town Land Use Plan):

1. Cultivate the identity of the Town as a hub of economic activity in the region.
2. Promote a sustainable land development pattern that complements the character of the Town.
3. Provide for adequate services and infrastructure to sustain and improve economic development.
4. Provide opportunities for residents to connect with Parks and Recreation facilities throughout the community.
5. Foster a vibrant and attractive downtown atmosphere that residents and visitors enjoy.



“Establishing a safe and efficient multi-modal transportation network that accommodates the demand from proposed land uses” is the transportation goal in the Plan. These interrelationships led Forest City to establish the overall goals of the Comprehensive Land Use Plan as the goals for the Comprehensive Pedestrian Plan.”



Forest City Pedestrian Plan (2015)

Community feedback:

- “A large majority of respondents feel comfortable or very comfortable walking in downtown Forest City. However, roughly a third of respondents feel uncomfortable when crossing the street in Forest City.”
- “While over 90% of respondents walk for exercise or recreation, only a third walk for the purpose of transportation.”
- “A large majority of respondents feel comfortable or very comfortable walking in downtown Forest City. However, roughly a third of respondents feel uncomfortable when crossing the street in Forest City.”
- “Over half of respondents were also likely to avoid walking somewhere due to the lack of a continuous sidewalk to the destination.”
- “Locations identified for sidewalk repair and improvement included E Main Street, Broadway Street and Arlington Street. The most common issue cited was uneven or cracked pavement.”
- Common themes found in additional comments made by survey respondents include:
 - Adding street lighting to make it safer to walk at night
 - Extending the pedestrian network to connect residents with parks (e.g. Crowe Park, Summey Park) and shopping (e.g. Wal-Mart, Dollar General, Ingles).

Existing conditions:

- **Existing pedestrian facilities - [Map 4.1](#)**
- “While the Town may be interested in upgrades to enhance it for pedestrians safety and economic development purposes, the basic elements of facilities for people who walk downtown provide a pleasant environment.” (p.[25](#))
- “Many of the primary routes whose footprints were established decades ago have sidewalks along one or both sides of the street... Most of these sidewalks are still functional but many lack modern curb ramps for better access for people of all ages and abilities, including those with disabilities.” (p.[25](#))



Forest City Pedestrian Plan (2015)

Recommendations:

- 23 ranked projects in [Table 4.3](#)
- Project recommendation - [Map 4.4](#)
- **Top priority: Thermal Belt Rail Trail**
 - “The current Thermal Belt Rail Trail extends from the Oak Springs Road in the community of Gilkey to Oakland Road in Spindale. **It is nearly 8 miles long.** The trail is between 6-8 feet wide and includes a newly paved 1.8-mile section in Spindale. The remainder of the trail is gravel. Improvements to the trail are planned for early 2015 including new compacted gravel and a 0.5 mile extension of the paved section. Extension of the rail trail into Forest City was the number one request of respondents to the survey included in this plan. **This is the ‘game-changer’ project for Forest City for its greenway vision.**” (p.[41](#))

List of potential funding sources p.[78](#)

- “Forest City now has a pedestrian plan that incorporates NCDOT’s Complete Streets policy and design guidance, which bolsters the case for walking-related improvements on area roadways. To strengthen this position, **the town should adopt a Complete Streets resolution and amend existing the UDO to improve walkability.**”
- “**As recommended in the Land Use Plan, Forest City should include an annual allocation for facilities for people who walk, both new routes and maintenance.**”
- “Design of facilities should be done in a manner that is accessible for persons of all ages and abilities.”

Related plans:

- [Forest City Comprehensive Land Use Plan \(2012\)](#)
- [Forest City Parks and Recreation Comprehensive Plan \(2021\)](#)



Franklin Bicycle and Pedestrian Plan (2017)

“The Town of Franklin’s transportation system connects people to places through a well-connected system of greenway, bicycle, and pedestrian networks; choosing active transportation is as convenient (or more) as driving a car.”



Franklin Bicycle and Pedestrian Plan (2017)

[Franklin Bicycle and Pedestrian Plan \(2017\)](#) | House Districts: [120](#) and Senate Districts: [50](#)

Project consultant: [J.M. Teague](#) | RPO: [Southwestern RPO](#) | [Government website](#) | County: Macon

Community feedback:

Identified issues during community walk-a-bout and group bike ride:

- Need speed limit signs and wider sidewalks around Wesley's Playground/Big Bear
- Morris Trace under the bridge is difficult to navigate
- Hard to find the greenway across the Little Tennessee River
- Generally, traffic outside of downtown moves very fast
- Riders other than the Strong and Fearless said they were generally not comfortable sharing the road with motor vehicles.
- Some riders expressed a degree of comfort on some of the quieter streets, but pointed out that to bike anywhere in Franklin, riding on or across the busy streets was necessary.
- Residents are proud of their Little Tennessee River Greenway and would like more access points to get to it

- **“Sixty-four percent (64%) of respondents cite the lack of sidewalks as a major factor that discourages them from walking in Franklin.** A high percentage of respondents note heavy or high speed traffic (52%) and dangerous motorist behavior (50%) as major factors.”
- **“More sidewalks to places I want to walk was most frequently identified (74%) as a major improvement that would encourage respondents to walk more often.** The majority of respondents would also walk more often if there were more greenways and trails (64%) and better maintenance of existing sidewalks (57%).”
- When asked about the **factors that most discourage them from bicycling more often**, respondents frequently identified the following:
 - The lack of bicycle lanes or paved shoulders (79%)
 - High speed traffic (59%)
 - Unaware or inconsiderate motorists (53%)
 - A lack of separated paths or greenways (53%)



Franklin Bicycle and Pedestrian Plan (2017)

Existing conditions:

- Existing bicycle facilities [Map 4.2](#)
- “As previously mentioned, **there are no existing exclusive bicycle facilities in Franklin**, but there are active riding groups who travel the signed state bicycling routes and, less often, on other public roads around town. Many of the two-lane town and rural state roads are acceptable to existing riders as evidenced by their use of these roads.” (p.[32](#))
- “**Bicycling is also a popular activity on the Little Tennessee River Greenway (LTRG)**, which is mostly paved but unpaved in some sections.” (p.[32](#))
- “Most connecting roads within Franklin are state-owned and have no room on existing pavement for both motor vehicles and cyclists. Some connections are possible on city-owned streets but have to cross the busier state routes.” (p.[32](#))
- “Generally, the older the part of town, the more sidewalks link destinations together. Improvements may be desired in ramp design, crossing signals, or width, but the downtown provides a pleasant walking experience. One doesn’t have to walk far from downtown before the walking environment deteriorates, however.”

- Existing pedestrian facilities [Map 4.3](#)
- “**In some places sidewalks have been removed and not replaced** for various reasons, and utility poles block the use of some sidewalks. Whether through driveway construction, utility work, or deterioration, **many gaps in sidewalks exist.**” (p.[34](#))





Franklin Bicycle and Pedestrian Plan (2017)

Recommendations:

- Top 22 priority project chart - [Exhibit 4.5](#)
- All recommended project on [Map 4.6](#)
- Pedestrian-only recommended projects - [Map 4.7](#)
- Bicycle-only recommended projects - [Map 4.8](#)

List of potential funding sources beginning on p. [148](#)



Related plans:

- [Southern Blue Ridge Bike Plan \(2018\)](#)
- [Franklin Comprehensive Land Use Plan \(2020\)](#)
- [Franklin Zoning Map \(2022\)](#)
- [Franklin Downtown Master Plan \(2008\)](#)
- [Macon County Recreation Master Plan \(2005\)](#)



Franklinton Bicycle and Pedestrian Plan

Franklinton Bicycle and Pedestrian Plan | House Districts: [7](#) and Senate Districts: [11](#)
Project consultant: | MPO: [Capital Area MPO](#) | [Government website](#) | County: Franklin

- Franklinton [received a 2021 NCDOT planning grant](#) to create a bicycle and pedestrian plan. The plan is in progress.



Fuquay-Varina Pedestrian Plan (2022)

“This pedestrian plan builds on progress made since the approval of the 2013 Fuquay-Varina Community Pedestrian Plan. Since 2013, progress has been made through strategic Town investments, NCDOT roadway expansion projects, and private development that has incorporated pedestrian facilities such as sidewalks, crosswalks, sidepaths, and greenways. This document provides an updated framework for the Town of Fuquay-Varina to continue strategically building better connections for walking throughout the community.”



Fuquay-Varina Pedestrian Plan (2022)

[Fuquay-Varina Pedestrian Plan \(2022\)](#) | House Districts: [37](#) and Senate Districts: [17](#)

Project consultant: | MPO: [Capital Area MPO](#) | [Government website](#) | County: Wake

Existing Conditions:

OPPORTUNITIES

There are many opportunities for new or improved pedestrian facilities. The sidewalk network in and around the dual-downtowns, the developing shared use path system, and continued improvements in roadway crossings are key elements of the existing network. Recent residential development across Fuquay-Varina has included pedestrian facilities, significantly expanding the sidewalk and sidepath network. As Fuquay-Varina continues to rapidly grow, residential and commercial projects are an opportunity to continue incorporating pedestrian facilities and close gaps in the current network.

CHALLENGES

While the pedestrian network has grown and improved over the past decade, overall, there remain many gaps in the system. Key challenges in the current pedestrian system include railroad crossings and suburban, automobile-oriented development patterns leaving significant pedestrian gaps between residential subdivisions and other destinations (although pedestrian circulation within new subdivisions is typically sound). As the Town continues to make strides in ADA accessibility, there remain many locations that need updating in and around the downtown cores, especially at several railroad intersections.



Fuquay-Varina Pedestrian Plan (2022)

Community Feedback:

437 responses

How would you rate walking conditions in Fuquay-Varina?

FAIR 51%

6% said Excellent
41% said Poor

439 responses

What do you think is the most important outcome of the Fuquay-Varina Pedestrian Plan?

- 1 Safer conditions for walking overall
- 2 More choices for recreation and exercise
- 3 Better connections for transportation
- 4 Other

437 responses

How important to you is improving walking conditions in Fuquay-Varina?

83% Very important
15% Somewhat important
2% Not important

438 responses

What destinations would you most desire to reach by walking?

- Existing Trails & Greenways
- Fuquay-Varina Parks
- Broad St/Main St Businesses
- K-12 Schools
- Employment Centers

438 responses

When walking in Fuquay-Varina, what is (or would be) the primary purpose of your trip?

- 1 Exercise, Recreation, Socializing
- 2 Transportation
- 3 Other

**Note: Respondents could choose more than one answer to the following questions where answers add up to over 100%.*

439 responses

Which of the following pedestrian improvements would you like to see in Fuquay-Varina?

- 85% More sidewalks/ improvements to existing sidewalks
- 60% More greenways
- 51% Additional crossing opportunities/improvements
- 39% Increased shade (e.g., street trees)
- 27% Slower vehicle speeds (traffic calming)

439 responses

What is your relationship to Fuquay-Varina?

- 94% I live here
- 41% I own property here
- 14% I work here
- 6% I visit here

432 responses

Roadway crossings: what do you think are the factors that most discourage pedestrians crossing roadways in Fuquay-Varina?

- 60% Heavy/fast motor vehicle traffic
- 58% Motorists failing to yield to pedestrians
- 48% Lack of striped crosswalks or traffic signals

434 responses

How should pedestrian facilities be funded within Fuquay-Varina?

79% Current taxes
25% New Taxes
40% Fundraising and Donations
69% Matching Grant Funds

302 responses

What roadways/intersections/general areas in Fuquay-Varina are most in need of pedestrian improvements?

CONNECTION BETWEEN DOWNTOWNS

HWY 55/OLD HONEYCUTT RD AREA

JUDD PARKWAY & ADJACENT NEIGHBORHOODS



Fuquay-Varina Pedestrian Plan (2022)

Funding Sources

Federal Funding Sources

- FIXING AMERICA'S SURFACE TRANSPORTATION (FAST) ACT
- TRANSPORTATION ALTERNATIVES (TA)
- SURFACE TRANSPORTATION BLOCK GRANT (STBG) PROGRAM
- RAISE DISCRETIONARY GRANT PROGRAM
- SAFE ROUTES TO SCHOOL (SRTS) PROGRAM

State Funding Sources

- NC HIGHWAY SAFETY IMPROVEMENT PROGRAM
- TRANSPORTATION ALTERNATIVES (TA)
- NORTH CAROLINA DEPARTMENT OF TRANSPORTATION (NCDOT) STRATEGIC TRANSPORTATION INVESTMENTS (STI)
 - Bicycle and pedestrian and public transportation facilities that appear in a state, regional or locally adopted transportation plan will be included as part of the proposed roadway project. NCDOT will fully fund the cost of designing, acquiring right of way, and constructing the identified facilities.
- HIGHWAY HAZARD ELIMINATION PROGRAM
- GOVERNOR'S HIGHWAY SAFETY PROGRAM
- THE NORTH CAROLINA DIVISION OF PARKS AND RECREATION - RECREATIONAL TRAILS PROGRAM GRANT
- NC PARKS AND RECREATION TRUST FUND (PARTF)
- URBAN AND COMMUNITY FORESTRY GRANT



Garner Pedestrian Plan (2024)

The Garner Pedestrian Plan aims to assess current conditions, recommend a system of travel connecting pedestrians to key cultural resources in the Town, recommend community programs and implementation policies, provide an overview of plan implementation, and collect support for adoption of the Plan by the Town's governing body. This plan proposes several new facilities as well as implementation and maintenance strategies upon completion. The Plan will direct development and ongoing maintenance of sidewalks, greenways, and similar facilities to increase active transportation and outdoor recreation opportunities. Pedestrian facilities will help connect residents and visitors to neighborhoods, commercial corridors, schools, and other popular destinations within and outside of the Town limits.



Garner Pedestrian Plan (2024)

[Garner Pedestrian Plan \(2024\)](#) | **House Districts: 33** and **Senate Districts: 14**

Project consultant: | **MPO:** [Capital Area MPO](#) | [Government website](#) | **County:** Wake

WALKING IN GARNER Walking in Garner is currently challenging in parts of the community. Sidewalks along main roads in the town core connect neighborhoods with parks, schools, and commercial destinations; however, existing gaps between facilities, the lack of sidewalks within established neighborhoods, and the lack of sidewalks or crossings along major thoroughfares create unsafe conditions for pedestrians in many locations. Despite this, the Town of Garner is well-positioned to improve its pedestrian network as it continues to grow. New developer-built sidewalks and greenways primarily in east Garner will increase pedestrian accessibility and safety. The construction of future roadway projects will also bring improvements to the pedestrian infrastructure in Garner. The Garner Pedestrian Plan proposes a comprehensive pedestrian network in Garner based on input from the community, key area stakeholders, and Town staff. The Plan will guide future development and ongoing maintenance of sidewalks, greenways, and sidepaths.

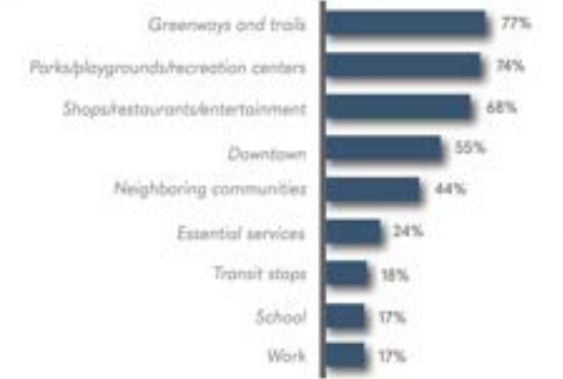
KEY RECOMMENDATIONS Key sidewalk recommendations contained in this plan include streets in the the Greenbrier, Cloverdale, Forest Hills, and Heather Hills neighborhoods. Sidepaths are also recommended on major roadway corridors including US-70, US-401, NC-50, Ten-Ten Road, Garner Road, Timber Drive, Old Stage Road, and Buffalo Road. A greenway network is proposed to connect existing parks, trails, and neighborhoods along corridors including Swift Creek, Mahler's Creek, White Oak Creek, and Big Branch Creek. Greenway projects are prioritized separately by the Town Parks, Recreation and Cultural Resources Department. Sidewalks and sidepaths recommended in this plan were prioritized based on a set of 10 criteria including safety, access to schools, and socioeconomic equity. In addition to network recommendations, this plan recommends programs and policies to improve Garner's pedestrian network. These policies include adopting a Complete Streets ordinance, adopting a developer-built greenways ordinance, and establishing a Bicycle and Pedestrian Advisory Commission.



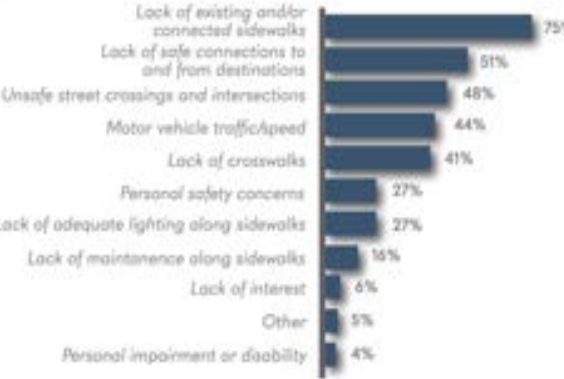
Garner Pedestrian Plan (2024)

EXISTING FACILITIES The existing sidewalk and greenway network demonstrates the potential to establish Garner as a pedestrian-friendly community. Existing sidewalks and greenways connect to parks, schools, and neighborhoods in the town core. However, established neighborhoods north of Downtown and south of US-70 lack adequate active transportation facilities for residents and visitors to safely walk to their destinations. This chapter provides an overview of relevant planning efforts, state and local policies, and proposed roadway improvement projects and developments that impact walkability in Garner.

DESIRED WALKING DESTINATIONS IN GARNER
 Respondents desire to walk to greenways and trails (77%), followed closely by walking to destinations such as parks, playground, and recreation centers (74%). There is little interest in walking to work or school (17%).



FACTORS DISCOURAGING WALKING IN GARNER
 The lack of existing and connected sidewalks in the Town is the top reason why respondents are discouraged from walking (75%). A lack of safe connections to and from walking destinations was the second most popular choice (51%).





Garner Pedestrian Plan (2024)

WALKING COMFORT IN GARNER

Most respondents find that pedestrians are moderately comfortable walking in Garner, while 31% find the facilities unsafe for pedestrian use.

58%
of respondents

are **MODERATELY COMFORTABLE** WALKING in GARNER



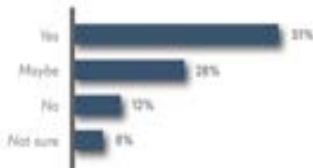
51%



WOULD USE GREENWAYS for TRANSPORTATION

INTEREST IN USING GREENWAYS FOR TRANSPORTATION

Over 50% of respondents would use greenways for transportation purposes. Over 10% marked that they will not use greenways for transportation, 28% marked maybe, and 8% are still unsure.



DRIVER BEHAVIORS DISCOURAGING WALKING

Poor driving behaviors such as distracted driving is the primary reason why respondents are discouraged from walking (69%). Speeding is the second most popular reason why respondents do not walk (63%).

69%

Revealed that...



DISCOURAGE residents from WALKING

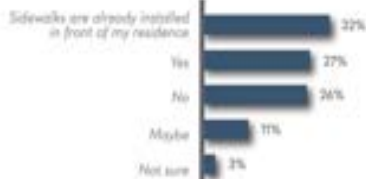
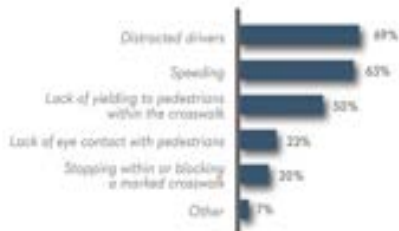
INTEREST IN SIDEWALK INSTALLATION IN FRONT OF RESIDENCE

Over 30% already have sidewalks installed in front of their residence, 27% marked that they would like sidewalks installed and about the same number of respondents do not want sidewalks (26%).



32%

of residents have SIDEWALKS INSTALLED in front of their RESIDENCE





Gastonia Bicycle Plan

“The City of Gastonia is a welcoming place to safely and comfortably bike to local destinations such as downtown, jobs, neighborhoods, and parks and trails. Cycling in Gastonia is an equitable and viable transportation option that contributes to the overall quality of life for residents and visitors.”



Gastonia Bicycle Plan

Gastonia Bicycle Plan | House Districts: [110](#), [109](#), [108](#) and Senate Districts: [43](#)

Project consultant: Kittelson & Associates, Inc | MPO: [Gaston-Cleveland-Lincoln MPO](#) | [Government website](#) | County: Gaston

Plan Goals

- Support future redevelopment areas with quality bicycle infrastructure
- Increase connectivity in the greenway system
- Provide safe and comfortable non-automobile transportation options between and within neighborhoods

Community Feedback

Existing Conditions

Recommendations

Re

Related plans and maps:

- [Gastonia Comprehensive Pedestrian Plan \(2014\)](#)
- [Gastonia Greenway Map](#)
- [Gaston County Bicycle Map](#)
- [Carolina Thread Trail Map](#)



Gastonia Comprehensive Pedestrian Plan (2014)

“The Vision of the Gastonia Comprehensive Pedestrian Plan is to improve the health, safety, and quality of life in Gastonia.”



Gastonia Comprehensive Pedestrian Plan (2014)

[Gastonia Comprehensive Pedestrian Plan \(2014\)](#) | House Districts: [110](#), [109](#), [108](#) and Senate Districts: [43](#)

Project consultant: | MPO: [Gaston-Cleveland-Lincoln MPO](#) | [Government website](#) | County: Gaston

Plan goals:

- Improve safety by reducing the number and severity of crashes involving pedestrians
- Develop practical and implementable solutions
- Support local businesses and foster economic growth
- Support existing transit
- Enhance neighborhood connectivity and make linkages
- Promote social equity
- Improve enforcement
- Inform and educate the public
- Assess existing infrastructure while implementing retrofits and filling gaps
- Enhance coordination between Gastonia, the Gaston-Cleveland-Lincoln MPO, and NCDOT
- Enhance the character of downtown
- Ensure that new development contributes to pedestrian access and connectivity
- Address difficult intersections and other barriers
- Identify performance measures
- Improve pedestrian outcomes on all roadway improvement and reconstruction projects
- Improve health





Gastonia Comprehensive Pedestrian Plan (2014)

Existing conditions:

FROM [WEBSITE](#) (ACCESSED 6/11/2022)

- “The City of Gastonia currently has about 132 miles of existing sidewalk, and approximately 4.6 miles of greenway trails. Our Greenways are the Avon and Catawba Creeks Greenway, which is approximately 3 miles long and connects Lineberger Park to Ferguson Park, and the Highland Rail Trail, which starts near the Gastonia Police Department on Long Avenue and continues past Sims Park with future plans to connect to Rankin Lake Park.”

Selected **Identified Pedestrian Issues:**

- Too many curb cuts and driveways
- Excess underutilized pavement
- Overbuilt roads and High speed traffic
- Americans with Disabilities (ADA) issues
- Not enough time for pedestrians to cross large arterial roads
- Sidewalks in poor condition
- Lack of buffers between the sidewalk and the road
- Large arterial roads with a sidewalk on only one side
- Bridges with narrow or missing sidewalks
- Deteriorated crosswalks
- Pedestrian median islands that don't provide a physical separation from traffic

- “The City of Gastonia has several existing programs regarding pedestrians. As previously mentioned, the **Engineering Department maintains a database of sidewalk requests from citizens** along with sidewalks identified in previous planning efforts.”
- “**The City also occasionally issues bonds for infrastructure**, including pedestrian infrastructure like sidewalks. The most recent municipal bonds, approved in 2010, have resulted in the installation of sidewalks along many collector and arterial roads in the City.”



Gastonia Comprehensive Pedestrian Plan (2014)

Recommendations:

- Total proposed greenways and trails: 60.6 miles (p.27)
 - Corresponding map in [Map 2.5](#)
- Total sidewalk needs in linear miles: 25.7 (p.23)
 - Corresponding map in [Map 2.4](#)
- Recommended programs and policies listed in [Table 1](#), includes:
 - Update/Maintain Existing GIS Sidewalk Inventory
 - Establish a program to train City staff whose jobs affect pedestrian safety
 - Collaborate with Gaston County Schools to implement the National Highway Traffic Safety Administration (NHTSA) Child Pedestrian Safety Curriculum
 - Consider lowering the standard speed limit (35 mph) and/or implementing targeted speed limit reductions in areas of high pedestrian demand/potential.
 - Begin a program to install and retrofit ADA curb ramps at all intersections within the City.
 - Fund the maintenance of sidewalks and other pedestrian infrastructure on an ongoing basis

Potential funding sources listed in [Appendix H](#) (though not visible in plan)



Related plans and maps:

- [Gastonia Greenway Map](#)
- [Gaston County Bicycle Map](#)
- [Carolina Thread Trail Map](#)



Gibsonville Bike Plan (2020)

“Gibsonville will strive to establish a community that is safe and accessible for bicyclists of all ages and abilities - children riding to schools, employees commuting to work, and bicycle clubs passing through on recreational rides - while focusing on creating connections to key destinations that better serve the community.”



Gibsonville Bike Plan (2020)

[Gibsonville Bike Plan \(2020\)](#) | House Districts: [59](#), [64](#) and Senate Districts: [25](#), [26](#)

Project consultant: [Toole Design](#) | MPO: [Burlington-Graham MPO](#) | [Government website](#) | County: Alamance and Guilford

Plan goals:

1. Safety
2. Environmental sustainability
3. Equality
4. Economic Development
5. Connectivity
6. More users



Community feedback:

- **Most attendees expressed support of bicycle infrastructure** in Gibsonville but feel that the community is not currently “bike-friendly.”
- There are two common groups of bicyclists in Gibsonville: 1) highly confident, regular road cyclists, 2) people who are interested but concerned (these folks don’t usually ride their bike because they don’t feel safe doing so, but they would like to).
- **Vehicle speeding a major safety concern.**
- Community members **value destination-oriented bikeway networks that are safe and accessible.**
- Open house attendees noted the need for safe bike parking.
- When asked if they would prefer separated on-street or off-street bicycle facilities, open house attendees were equally split between the two options.



Gibsonville Bike Plan (2020)

Existing conditions:

“There is little existing bicycle infrastructure within the Town of Gibsonville; the only designated facility for bicyclists is a side path along University Drive/Cook Road. Today, bicyclists in Gibsonville experience:

- No network of bicycle facilities connecting key community destinations;
- Limited accessibility to existing side path;
- An unsafe shared street environment with little traffic calming;
- Unsafe regional connections on streets with high volumes and speeds;
- The need to choose between safe or convenient routes; and
- No amenities (e.g., parking, bike repair stations)”



IMAGE 7: The trail behind Moricle Park is currently for walking only.

Several local plans recommend bicycle facilities (p.10)
Existing trails and sidewalks in [Figure 1](#)



Gibsonville Bike Plan (2020)

Recommendations:

- Priority projects listed in [Appendix B](#)
 - Broken out into 3 sections: 1) Primary bikeways, 2) Pedestrian plan greenway trails, and 3) Neighborhood connections
- Priority project map in [Figure 61](#)
- Existing facilities and recommendations map in [Figure 13](#)
- **Primary bikeways:** “Projects that are denoted as “primary bikeways” are those that will serve as primary connections for bicycling between major destinations in Gibsonville, as well as between Gibsonville and surrounding communities. These bikeways are envisioned to be beautiful, safe, and comfortable places to bicycle. The bikeways should be designed so that they encourage more users through increased access, comfort, and convenience.”

- **Neighborhood connections:** “Neighborhood connection projects will connect neighborhoods to primary routes or trails. These streets are envisioned to become neighborhood bikeways—routes that encourage residential bicycling by connecting to primary routes and for recreation.”
- **Greenway Trails:** “Greenway trail projects provide an off-street facility for people to bicycle, walk, and wheel. Greenway trails adjacent or parallel to streets, like shared use paths and sidepaths, are similar to primary bikeways. However, those with alignments that follow stream corridors, utility easements, or other natural landscapes provide a more unique user experience. The proposed greenway projects closely align with those included in Gibsonville’s Comprehensive Pedestrian Plan.”

Related plans:

- Several local plans that correspond to this bike plan, with key phrases, found in [Table 2](#)



Gibsonville Comprehensive Pedestrian Plan (2014)

“The Town of Gibsonville will be a place where pedestrian connectivity and access is provided to downtown, schools, parks, and other recreation destinations; where comprehensive pedestrian design is integrated into all future planning and development; and where active transportation improvements enable residents of Gibsonville to enjoy a high quality of life.”



Gibsonville Comprehensive Pedestrian Plan (2014)

[Gibsonville Pedestrian Plan \(2014\)](#) | House Districts: [59](#), [64](#) and Senate Districts: [25](#), [26](#)

Project consultant: [Alta](#) | MPO: [Burlington-Graham MPO](#) | [Government website](#) | County: Alamance and Guilford

Plan goals:

1. Adoption of this Comprehensive Pedestrian Plan
2. Provide for a strong, interconnected network of sidewalks
3. Develop and implement educational programs
4. Identify and prioritize gaps in the pedestrian network
5. Revise development regulations to include a sidewalk ordinance
6. Increase the quality of sidewalks



The majority of intersections in Gibsonville lack pedestrian crossing treatments, such as the intersection of Burlington Avenue and Apple Street shown above.

Existing conditions:

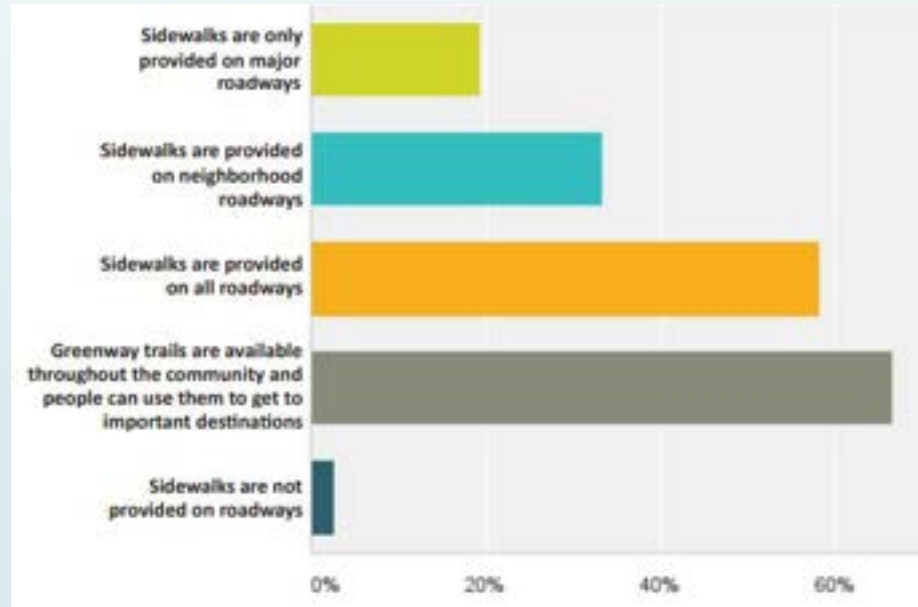
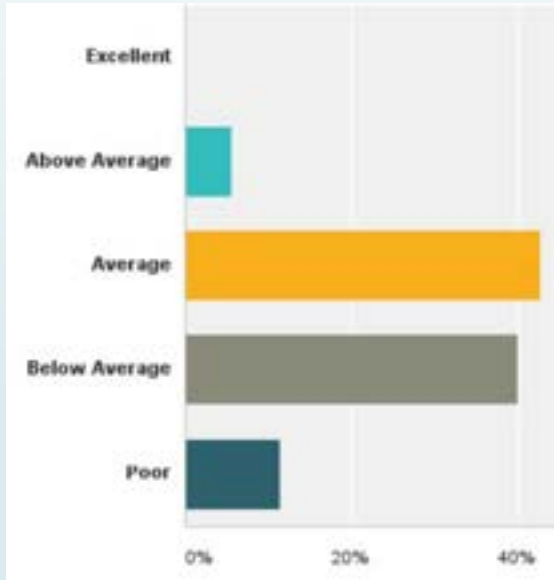
- “The Town of Gibsonville currently features about **seventeen miles of sidewalk along its roadways.**”
- Existing conditions in [Map 2.1](#)
- Opportunities and challenges on p.[2-18](#)
- “A well-maintained sidewalk exists along Main Street in the downtown core, and several arterial roadways feature sidewalks that connect to downtown. However, **many roadways that connect the downtown core with residential areas and local destinations are without sidewalks**, offer sidewalks on only one side of the road, or are separated by an intersection without adequate pedestrian crossing treatments.”
- “Although there is a walking trail in nearby Elon, currently, **no multi-use trails exist in Gibsonville.**”



Gibsonville Comprehensive Pedestrian Plan (2014)

Community feedback:

- “How do you rate present pedestrian conditions (sidewalks, trails, crosswalks, etc.) in Gibsonville?”
- “Gibsonville should be a community where: (Check all that apply)”





Gibsonville Comprehensive Pedestrian Plan (2014)

Recommendations:

- Overall network recommendations in [Map 3.1](#)
- Priority projects in [Map 3.12](#)
- Sidewalk network expansion (filling in the gaps) recommendations in [Map 3.3](#)
- 37 Intersection recommendations in [Map 3.5](#) with corresponding [table](#)
- “Gibsonville should work closely with Guilford and Alamance Counties and NCDOT to **develop multi-use trails that connect** to neighborhoods, commercial areas, downtown, and other key local and regional destinations. Potential multi-use trail opportunities exist in Gibsonville, including connections to the existing Elon Walking Trail.”
 - Multi-use trail recommendations on [Map 3.6](#)
- “Connecting adjacent or nearby municipalities and destinations will be essential as the Gibsonville region continues to grow. **It will be necessary to work with Elon, Burlington, Guilford and Alamance Counties, and NCDOT to make these connections** over time. [Map 3.11](#) on page 3-22 demonstrates Gibsonville’s regional proximity to other municipalities and destinations.”



Pedestrians were observed walking in the street on lower-volume roadways such as Whitesell Street.

Related plans:

- [Gibsonville Land Development Plan 2001-21 \(2012\)](#)
- [Gibsonville Bike Plan \(2020\)](#)



Graham Pedestrian Transportation Plan (2006)

“Create a pedestrian-friendly environment with a system of pedestrian facilities that links together existing resources and destinations (especially schools and Downtown), allows for safe interaction between pedestrians and motorists, supports alternatives to automobile travel, increases recreation opportunities, advances the community’s mobility, quality of life, and development, and encourages and rewards the choice to walk.”



Graham Pedestrian Transportation Plan (2006)

[Graham Pedestrian Plan \(2006\)](#) | House Districts: [63](#) and Senate Districts: [25](#)

Project consultant: [Greenways, Inc.](#) | MPO: [Burlington-Graham MPO](#) | [Government website](#) | County: Alamance

Plan goals:

1. Promote safe walking in Graham for all types of residents and visitors and promote the safe interaction of motorists and pedestrians
2. Provide sidewalks and improved crosswalks in school and commercial areas
3. Aid in revitalizing Downtown through safety and aesthetic improvements, while connecting pedestrian corridors into Downtown
4. Improve the existing sidewalks and connect the gaps between them
5. Develop off-road greenway trails that protect the environment, provide unique recreational opportunities, and connect into the on-road sidewalk system
6. Improve accessibility for children, elderly, and the handicapped
7. Reduce traffic congestion
8. Increase awareness and promotion of the City's pedestrian needs



Citizens convey their goals for the City of Graham.



Graham Pedestrian Transportation Plan (2006)

Community feedback:

“While numerous ideas, concerns, and recommendations were received from the [Steering] Committee, their chief goals for the Graham pedestrian environment were:

1. Prioritizing areas with children, such as schools
 2. Meeting ADA guidelines, such as curb ramps
 3. Increasing connectivity and filling sidewalk gaps
 4. Connecting sidewalks and trails
 5. Traffic slowing
 6. Improving existing narrow and/or deteriorating sidewalk
 7. Improving access and connectivity to Downtown” (p.[2-8](#))
- “Generally, citizens who filled out comment forms recommended sidewalks in various locations along with crossing improvements. The most common concern was a lack of a connected sidewalk network. Other comments included a need for more sidewalks around schools, improved crosswalks (especially along Main St.), reduced speed limits for automobile traffic, heavy automobile traffic, and narrow sidewalks.” (p.[2-8](#))

Existing conditions:

- Existing facilities [map](#)
- “The **majority of existing pedestrian facilities are located in the Downtown area**, and also within several new subdivisions. These facilities are in place because of previous Downtown development ordinances and newer subdivision regulations. While these existing facilities offer a good starting point, **many pedestrian connections to and from the Downtown area are needed**, as are connections across Interstate 40/85, to make the City truly pedestrian friendly. **Worn footpaths are common** where these connections are needed (near schools, in gaps within the sidewalk system, and below the interstate bridges).” (p.[2-3](#))
- “Currently, **there are no official greenways** within the City of Graham.”



Graham Pedestrian Transportation Plan (2006)

Recommendations:

- “The newly proposed network includes 40 miles of pedestrian sidewalks, 1.2 miles of sidewalk improvements, 25 intersection improvements, and 24 miles of greenways, all shown in Map 2.” (p.3-3)
- “To ensure that the pedestrian facilities recommended in this document are constructed, the elected leaders should allocate sufficient resources on an annual basis to regularly expand the pedestrian network and maintain the facilities as they are completed.” (p.4-10)
- “Regarding residential development sidewalk construction, sidewalks should be constructed during the infrastructure development of the subdivision (roads, curbs/ gutter, etc). This is less expensive because of the ability to conduct the infrastructure development at one time.” (p.4-11)
- “Sidewalk should be extended across driveway cuts to maintain the continuity of the sidewalk and reinforce to the driver that he/she should yield to pedestrians (which is required by law).” (p.4-11)

- “Long term educational strategies should be developed to teach and promote safety. A good education program provides instruction in lawful behavior for pedestrians and motorists.” (p.4-13)
 - “Encouragement programs should be initiated to help build a larger pedestrian community. Financial incentives and/or public praise can be provided to local businesses that support walking through their actions.” (p.4-17)
 - **Recommended Network Plan in [Map 2](#)**
 - **Recommended Downtown Network Plan in [Map 3](#)**
 - **Top Priority Corridors Map in [Map 4](#)**
- Potential funding sources listed in [Appendix C](#)

Related plans:

- Graham’s Planning Dept. plans found [here](#)
- Graham Recreation and Parks Master Plan ([2020](#))



Granite Falls Pedestrian Plan (2011)

“Developing a more walkable and safe community over the next 5-10-20 years – one that promotes user-friendly connectivity throughout the town, targets a sense of pride in the downtown area and neighborhoods, and helps to integrate economic growth with healthy living – will require that the town meet the needs of present and future residents, businesses, visitors, and all age groups ... through an integrated network of walkways.”



Granite Falls Pedestrian Plan (2011)

[Granite Falls Pedestrian Plan \(2011\)](#) | House Districts: [87](#) and Senate Districts: [45](#)

Project consultant: The Louis Berger Group | MPO: [Greater Hickory MPO](#) | [Government website](#) | County: Caldwell

Plan's [foundational components:](#)

1. Promoting a walkable downtown;
2. Setting standards and regulating development;
3. Involving everyone;
4. Going green;
5. Creating connectivity;
6. Encouraging healthy living.

[Existing conditions:](#)

- Existing facilities map in [Figure 2.6](#)
- “Research concludes that **Granite Falls has 43 miles of streets and only 6.1 miles of sidewalks.** Most sidewalks are located in the central part of the Town.”
- “The downtown area of Granite Falls has many areas of continuous sidewalks, with only a few small areas of **missing sections that could be filled in to complete a pedestrian connection through the downtown business district.**”
- “An inventory of the existing crosswalks in Granite Falls identified that the **Town is equipped with six crosswalks with high levels of pedestrian activity.**”
- “A few of the intersections in downtown have crosswalks for a safe path for pedestrian to cross, but due to poor site visibility, **a few of these intersections are treacherous.** (Ex.: Dudley Avenue and Park Square)
- “Many of Granite Falls major roadways, connecting residents with important commercial, recreational and institutional sites, lack sidewalks and make walking for transportation unappealing, unpleasant or possibly unsafe in some areas.”



Granite Falls Pedestrian Plan (2011)

Community feedback:

- Potential projects identified by focus groups in [Table 2-10](#)
- “The majority of survey participants indicated that they walk most frequently for recreation (97%). However, survey responses strongly indicate that **a fear of traffic contributes to the decision not to walk more (52%), combined with a lack of continuous sidewalks to their destination (76%).**”
- “When asked about the level of comfort or security residents feel when walking in Granite Falls, a large majority indicated that they **felt most comfortable in downtown Granite Falls (99%)**. Many respondents also felt comfortable in their own neighborhoods (98%), but fewer felt comfortable in the area around their workplace (70%).”

Recommendations:

- **Proposed sidewalk and intersection map** in [Figure 5-1](#)
- **13 short-term projects** listed on p.[ES-5](#)
- **8 medium-term projects** listed on p.[ES-10](#)
- 12 long-term projects listed on p.[ES-13](#)
- Plan [action steps](#) include:
 - Form a Pedestrian & Trails Advisory Committee
 - Secure funding for the top priority projects
 - Adopt policy changes that support the goals of the Pedestrian Plan

List of potential funding sources in [Section 6.4](#)

Related plans:

- [Town of Granite Falls plans](#)
- [Thoroughfare Plan Technical Report for the Caldwell County Urban Area \(2005\)](#)
- [Western Piedmont Bicycle Plan](#)



Granite Quarry Bicycle and Pedestrian Plan (2023)

“The GoGQ Bicycle and Pedestrian Plan is a community-driven effort that establishes the vision for biking and walking in our town, identifies ongoing needs and challenges, and develops recommendations for a multimodal system that is safer and easier for all users. The GoGQ Bicycle and Pedestrian Plan provides the model for creating an accessible, multimodal community for everyone in our Town.”



Granite Quarry Bicycle and Pedestrian Plan (2023)

[Granite Quarry Bicycle and Pedestrian Plan \(2023\)](#) | House Districts: [76](#) and Senate Districts: [33](#)

Project consultant: | RPO: [Cabarrus-Rowan MPO](#) | [Government website](#) | County: Rowan

Existing Bicycle and Pedestrian Facilities

Granite Quarry currently has approximately 6 miles of sidewalk. Most sidewalks are concentrated in the downtown area, including continuous sidewalks along Main Street and W Peeler Street. Gaps exist in the sidewalk network and few sidewalks are located on the east side of Salisbury Avenue/Highway 52.

Challenges

Granite Quarry also faces some challenges to becoming a truly walkable and bikeable community. These constraints include the mobility challenge posed by U.S. Highway 52, other transportation hazards, and the environmental constraints of Granite Quarry's location.

Barriers to Mobility

- U.S. 52 is an important transportation corridor, but it poses a barrier through the center of Town for bicyclists and pedestrians
- Unsafe intersections
- Limited sidewalks outside downtown
- Railroad is a barrier, and crossings are limited

Physical Characteristics

- Hills and rolling terrain
- Environmental constraints (i.e., floodplains of Crane Creek and other waterways)





Granite Quarry Bicycle and Pedestrian Plan (2023)

Community Feedback

Which policy areas are most important?



Participant Summary

The final questions on the online survey asked participants about their affiliations with Granite Quarry. Not all participants answered these questions. Many participants were long-time residents of Granite Quarry—over half had been associated with the Town for more than 10 years. What survey participants indicated that they live or work in Granite Quarry.

How long have you been associated with Granite Quarry?

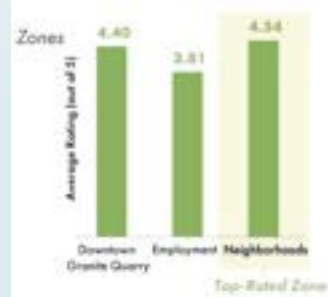
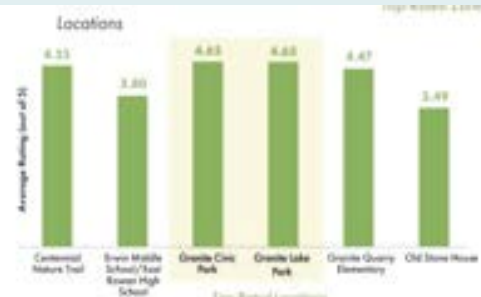
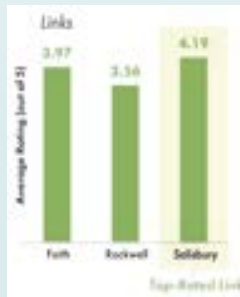
How are you associated with Granite Quarry?



Where is mobility most important?

The next screen asked participants to choose which mobility zones, links, and locations were most important to them.

Neighborhoods were the top pick for priority zones, closely followed by downtown. Salisbury was voted the most important link to outside Granite Quarry. Among locations, the Town's parks were considered the most important to participants.





Granite Quarry Bicycle and Pedestrian Plan (2023)

Funding Options:

- Local Funds
- Powell Bill Funds
- Highway Maintenance Improvement Program (HMIP)
- Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grants
- Private Development
- Parks and Recreation Trust Fund (PARTF)
- Nonprofit Organizations
- Strategic Mobility Formula
- Transportation Bonds



Hayesville Bicycle and Pedestrian Plan

Hayesville Bicycle and Pedestrian Plan | House Districts: [120](#) and Senate Districts: [50](#)
Project consultant: | RPO: [Southwestern RPO](#) | [Government website](#) | County: Clay

- Hayesville [received a 2021 NCDOT planning grant](#) to create a new bicycle and pedestrian plan. The plan is in progress.



Hendersonville Bicycle Plan (2017)

“The City of Hendersonville will have a bikeway system that is connected, safe, and comfortable for riders of all ages and abilities, supported by efforts that encourage and educate everyone who drives, bikes, and walks.”



Hendersonville Bicycle Plan (2017)

[Hendersonville Bicycle Plan \(2017\)](#) | House Districts: [117](#), [113](#) and Senate Districts: [48](#)

Project consultant: Kimley Horn | MPO: [French Broad River MPO](#) | [Government website](#) | County: Henderson

Plan goals:

1. Enhance transportation mobility for everyone including children and elderly
2. Normalize bicycling as a viable mode of transportation
3. Strengthen connections between neighborhoods, schools, parks, and downtown
4. Improve travel safety, personal health, and quality of life



Community feedback:



“Motorist in general do not recognize me as a vehicle. They see me as a nuisance. I have had items thrown at me and I have had motorist get as close as possible to me even though there was plenty of room to pass on my left. It is surprising and refreshing when a motorist does acknowledge me and smile.”



Hendersonville Bicycle Plan (2017)

Existing conditions:

- Existing bicycle facilities in [Map 7](#)
- “Hendersonville’s street system is characterized by several major arterials radiating from its center, supported by a **local grid network**.”
- “Hendersonville’s street system is characterized by several major arterials radiating from its center, supported by a local grid network. Traveling along the major arterials or crossing them can subject bicyclists to high levels of stress, since **the major arterials have no dedicated bicycle facilities and are generally high volume and high speed**.”
- “A major barrier to bicycling along Hendersonville’s streets is the fear of collisions with motorists, which is heightened along roadways with fast-moving motor vehicle traffic, high volumes of motor vehicle traffic, or large percentages of truck traffic. Other physical barriers to bicycling include one-way streets, variable topography, poor pavement conditions, and gaps in the street network.”

- “As of 2017, there are **no dedicated bicycle facilities** in Hendersonville.”
- “Hendersonville’s bicycle facilities include the 4th Avenue bicycle boulevard and the Oklawaha Greenway. The **4th Avenue bicycle boulevard** comprises shared lane markings, also called “sharrows,” and wayfinding signs between Jordan Street and Harris Street. The Oklawaha Greenway follows Mud Creek, connecting to Berkeley Mills Park at its northern end and Jackson Park at its southern end.”
- “Along Main Street in Historic Downtown Hendersonville there are **several public bicycle racks**, and the City also owns and maintains two bicycle repair stations comprising a stand, tools, and a tire pump. The bicycle repair stations are located along the Oklawaha Greenway in Patton Park and near Berkeley Mills Park.”
- “**Bicycling Henderson County** is a map showing a **184-mile system** of bicycle routes located in Henderson County, and it **formalizes two routes connecting to Hendersonville**.”



Hendersonville Bicycle Plan (2017)

Recommendations:

[Top 5 priority projects](#) below with associated [map](#)

TABLE 4: TOP 5 PRIORITY PROJECTS

PRIORITY	STREET	START	END	TYPE	IMPLEMENTATION	LENGTH (MI)	COST ESTIMATE
1	7 th Avenue	North Grove Street	Oklawaha Greenway	Buffered Bike Lanes (west of Maple Street) Bike Lanes (east of Maple Street)	Restriping	0.5	\$230,000
2	Grove Street	Spartanburg Highway	5 th Avenue	Bike Lanes	Road Widening	1.1	\$5,416,000
3	4 th Avenue	Jordan Street	Buncombe Street	Bicycle Boulevard (Upgrade)	Traffic Calming	0.8	\$51,000
4	Locust Street/Maple Street	1 st Avenue	North Main Street	Bike Lanes (Locust Street) Shared Lane Markings (Maple Street) Shared Use Path (between 4 th Avenue and 1 st Avenue)	Restriping, Marking, and New Shared Use Path	0.6	\$286,000
5	Beacat Boulevard	Fleming Street	Locust Street	Shared Lane Markings (west of Oakland Street) Buffered Bike Lanes (between Oakland Street and North Main Street) Bike Lanes (east of North Main Street)	Marking and Restriping	0.4	\$208,000

- Recommended full bicycle facilities in [Map 13](#) with associated [table](#)
- List of potential funding sources beginning p.[56](#)
- **Policy & program recommendations** on p.[48](#), including
 - Create a Bicycle/Pedestrian Advisory Commission
 - **Permit bicycling on the sidewalk** except in downtown Hendersonville
 - Require new developments to include bicycle facilities and parking
 - Regularly update the City's traffic calming policy
 - Become a League of American Bicyclists Bicycle Friendly Community

Related plans:

- [Hendersonville Pedestrian Plan \(in progress\)](#)
- [Hendersonville parks and facilities map](#)
- [Hendersonville Park & Greenspace Master Plan \(2011\)](#)
- [2030 Hendersonville Comprehensive Plan](#)
- [Henderson County transportation planning information](#)



Hendersonville Pedestrian Plan (2023)

“The purpose of Walk Hendo is to create a comprehensive plan that lays the groundwork for new and improved pedestrian connections between important destinations, enabling people to easily navigate Hendersonville on foot. Additionally, Walk Hendo strives to foster a community that is welcoming to pedestrians by implementing programs and policies that support and prioritize their needs.”



Hendersonville Pedestrian Plan

(2023)

[Hendersonville Pedestrian Plan \(2023\)](#) | House Districts: [117](#), [113](#) and Senate Districts: [48](#)
 Project consultant: | MPO: [French Broad River MPO](#) | [Government website](#) | County: Henderson

PLAN GOALS



GOAL 1

Connect People to Places
 Link sidewalks, greenways, and street crossings to key destinations and transit.



GOAL 2

Build Safer Streets
 Develop comfortable connections for all residents and visitors regardless of age or ability.



GOAL 3

Address Policy
 Ensure that the land development code and other City policies support expansion of the pedestrian network.



GOAL 4

Promote a Culture of Walking
 Develop educational and encouragement programs that create a culture where walking is celebrated.



Current Frequency of Walking



What are the top obstacles that prevent you from walking more?



No sidewalks, paths, or greenways where I want to go.



People drive too fast.



Lack of motorist awareness.



Sidewalks are too narrow or close to the road.



Hertford (Town) Comprehensive Pedestrian Plan (2007)

“The Hertford Pedestrian Plan is designed as a guiding document to improve the walkability of the Town through specific projects, policies and programs to make the Town more attractive, comfortable, and safer for pedestrians.”



Hertford (Town) Comprehensive Pedestrian Plan (2007)

[Hertford Comprehensive Pedestrian Plan \(2007\)](#) | House Districts: [1](#) and Senate Districts: [1](#)

Project consultant: Louis Berger Group | RPO: [Albemarle RPO](#) | [Government website](#) | County: Perquimans

Plan goals:

- **Improved pedestrian access** to schools through more pedestrian connections and a stronger sense of safety in the area. More pedestrian connections may include providing a pedestrian connection between the High School and Elementary school, and improving connections to the school from residential areas both in town and outside of town, and also to Hertford's downtown.
- **Improved health of the community** through programs and projects that may promote walking and more physical activity. Programs may include encouragement at schools (such as a Safe Routes to School program), work places, and recreation facilities. Projects may include greenway facilities and/or an exercise/jogging path.
- **Capital improvements** which will boost walking and pedestrian safety. Capital improvements may include creating trails that are interesting, attractive, and fun to walk; continuing beautification efforts and improved landscaping; and providing more green areas for rest and relaxation.
- **Better connectivity** in town to connect residential areas, downtown, businesses, and the recreation center to the south of downtown. Better connectivity is both a result of projects that make walking from one place to another easier but that also improve the experience of walking. Projects that will better connect destinations in the Town may include providing a pedestrian-way from downtown to the recreation center, and a pedestrian-way between the two schools in town. Other projects should focus on improving a pedestrian's sense of security in town and providing more ADA-accessible facilities.
- **Increased sense of community** measured by more pedestrian traffic downtown, increased use of downtown stores, and more visitors to the town. In addition, the Pedestrian Plan should be the result of a full community involvement effort which incorporates a variety of viewpoints. Efforts to increase the sense of community should also result in children and residents having a higher regard for their community and downtown in particular.



Hertford (Town) Comprehensive Pedestrian Plan (2007)

Existing conditions:

- Map of existing facilities in [Figure 3.1](#)
- Major local destinations on map in [Figure 3.3](#)
- **Sidewalk in Hertford is primarily located within the downtown area** bounded by Grubb Street, Front Street, King Street, and Edenton Road Street, however there is some sidewalk in residential neighborhoods beyond the inner core area.
- **Major intersections have ADA-compliant curb ramps, although there are some locations where this is not available.** Major missing pedestrian connections are located along the S-bridge to connect to Winfall, along Grubb Street to connect from Church Street to Missing Mill Park, and along Harvey Point Road to the Perquimans Recreation Center.
- In 2000, the Town **became part of the North Carolina Main Street Program...**
- Alignment with local plans beginning on p.[4-1](#)

Community feedback:

- **In general, respondents feel comfortable walking in Hertford**, although in the discussion questions many respondents indicated they would like to see the safety and appearance of the **area near King Street improved and stated that they felt uncomfortable walking there.**
- The most respondents indicated that they were most likely not to walk to a destination in Hertford because it was too far, but a close second was because respondents felt that the traffic makes walking unsafe and unpleasant. Another top reason respondents chose not to walk was because there is not continuous sidewalk to the destination.
- **63% of respondents would prefer money to be spent on sidewalk on existing roads over money spent on greenways.**
- Provide a walkway across the S-bridge.
- Keep downtown area safe and clean. Presently the grass grows too high to keep litter under control.
- Walkways to Perquimans County High School need to be well-lit and secured to promote resident walks to community events



Hertford (Town) Comprehensive Pedestrian Plan (2007)

Recommendations:

- Map of recommended projects by priority in [Figure 3](#)
- Detailed listing of recommended projects (includes sidewalks, intersection improvements, and greenways) on p.[8-2](#)
- Short-term projects on p.[viii](#)
- Mid-term projects on p.[ix](#)
- Long-term projects on p.[xi](#)
- **Program recommendations** in [Section 7.2](#), includes:
 - Self-guided Walking Tour
 - Safe Routes to School Program
 - Walking/Running Trail with Mile Markers and Exercise Stations
 - Sidewalk construction and maintenance program
- **Policy recommendations** in [Section 7.3](#), includes:
 - Require new development to construct sidewalk and connect to existing sidewalk as well as adjacent developments
 - Consider requiring new development to set aside land for greenways
 - Encourage Mixed-Use and Other Pedestrian-Friendly Developments.
 - Require all new signals to include pedestrian signal heads and crosswalks

List of potential funding sources in [Section 9.2](#)



Figure 5-4. The Raccoon Creek Pier area should be highlighted to make it more attractive for visitors and residents.

Related plans:

- [HERTFORD COMMUNITY & RIVERFRONT PLAN \(2021\)](#)



High Country Bike Plan (2014)

“The High Country Regional Bike Plan was developed to increase safety, mobility, and recognition of cycling in the High Country region (Alleghany, Ashe, Avery, Mitchell, Watauga, Wilkes, and Yancey Counties). While the region has a significant number of recreational cyclists and organized events, major infrastructure improvements are needed to increase safety and make cycling a viable transportation option for the intermediate cyclist.”



High Country Bike Plan (2014)

[High Country Bike Plan \(2014\)](#) | RPO: [High Country RPO](#) | [Summary document](#) | [Government Website](#)

Counties: Alleghany, Ashe, Avery, Mitchell, Watauga, Wilkes, and Yancey

Goals and Objectives:

- 1. Improve safety for cyclists through engineering, education, and enforcement**
 - Design bicycle infrastructure that reduces crashes
 - Maintain condition of bicycle infrastructure
 - Educate cyclists, motorists, and law enforcement officials to improve adherence to traffic laws
- 2. Connect major destinations in the High Country region with appropriate bicycle infrastructure**
 - Identify bicycle traffic generators and major destinations within the region
 - Utilize existing NCDOT roads, Town streets, and the Blue Ridge Parkway in developing a seamless bicycle network
 - Recommend specific bicycle infrastructure improvements to achieve connectivity
 - Integrate bicycle infrastructure construction into future roadway improvements
 - Remove barriers to cycling

3. Promote Cycling in the High Country region

- Develop signage plan to identify routes within the region
- Develop support facilities that make cycling a viable transportation option
- Include consideration of cycling in future transportation, land-use, economic development, and recreation plans

Plan contains recommendations in seven areas:

1. Bicycle transportation route network – 620 miles of proposed facility improvement
2. Recreational Routes – recommends directional signage for 7 recreational cycling routes.
3. Enforcement – Tmakes 4 recommendations aimed to improve awareness and enforcement of existing NC laws affecting cyclists and motorists.
4. Transit Interface – recommends that all local transit agencies accommodate bicycles.
5. Economic Development – existing bicycle events promoted to increase tourism.
6. Education – 3 recommendations related to education of cyclists and motorists.
7. Policies – The Plan makes 5 recommendations regarding land-use policies aimed to improve cyclists' safety and access



High Country Bike Plan (2014)

Community Feedback

- Majority (26%) of rides were 2-5 miles, but 18% of rides were over 20 miles
- **Traffic speed and volume** are bigger deterrents than roadway condition
- **Narrow roads/no shoulders** posed biggest challenge for cyclists
- **Signage identified as the most important non-infrastructure program to increase safety**
- Cyclists can increase safety by following laws and being more visible
- Motorists can increase safety by driving slower and giving more room when passing cyclists
- Most respondents ride for exercise or recreation
- 28% of law enforcement officers are interested in receiving training on bike laws

Existing Conditions (Chart to existing conditions by county linked [here.](#)):

- Alleghany, Ashe, Avery, and Mitchell county possess very little to no mileage of established bike routes, bike lanes, or greenways nor a BPA group
- Majority of bicycle crashes taking place in Watauga County, with 76 from 1997-2010, then 36 occurring in Wilkes

Description of Region

- The High Country region is characterized by its mountainous terrain and low development density. The topography of the area has resulted in roadways that have significant horizontal and vertical curves, and limited shoulders. The steep grades and limited sight distance are deterrents to cycling. Also, the abundance of small streams requires many bridges and culverts.
- The low population and development density of the region has resulted in a transportation system primarily serving automobiles. The major roadways connecting population centers tend to have relatively high traffic volumes and speed limits. Mass transit is limited to the Town of Boone. Long-distance commuting between Towns is common for employment, medical trips, and shopping.
- Another barrier to cycling in the High Country region is the prevalence of unpaved roads. Over 700 miles of roads in the region are unpaved. Ashe and Wilkes Counties have the most miles of unpaved road in the State, with 199 miles and 193 miles, respectively



High Country Bike Plan (2014)

Recommendations

- **Facility Improvements**
 - **Signage**
 - Share the Road signs
 - Directional signage for the 7 Recreational Cycling Routes.
 - **Enforcement**
 - Provide education materials on State bicycle laws to local law enforcement agencies.
 - Encourage law enforcement officials to consistently and equally enforce motor vehicle and bicycle laws
 - Create a Public Service Announcement regarding State bicycle laws, and distribute to media outlets
 - **Economic Development**
 - local governments, tourism-promotion agencies, and event organizers should work together to increase the economic impact from existing and future road cycling events and organized rides and races
 - **Education**
 - Incorporate cycling safety into the physical education curriculum in elementary schools. Incorporate bicycle safety elements into Drivers Education courses
 - Watch for Me NC Campaign
 - **Land-Use Policies**
 - Require new subdivisions to dedicate right-of-way for off-road trails that connect to the local or State road system
 - Require new subdivisions to construct bike lanes on roads that connect to the local or State road system
 - Encourage new development to minimize driveways to reduce conflict points
 - Require new commercial and multi-family development to provide bicycle parking
 - Adopt and implement NCDOT's Complete Streets Policy
- Recommendations for specific bicycle transportation route segments include current conditions, maps, and justifications. These recommendations are listed 1-42 and begin [here](#).**



High Point Pedestrian Plan (2017)

“High Point is a community that invites people of all ages and abilities to walk for enjoyment, exercise, and daily transportation by providing a safe, convenient and inclusive pedestrian environment based on accessibility and connectivity.”



High Point Pedestrian Plan (2017)

[High Point Pedestrian Plan \(2017\)](#) | House Districts: [60](#) and Senate Districts: [27](#)

Project consultant: [Alta Planning + Design](#) | RPO: [High Point MPO](#) | [Government website](#) | County: Guilford

Plan goals:

- 1. Increase transportation choices**
Improve connectivity of the pedestrian network while increasing accessibility to key destinations
- 2. Improve safety for all pedestrians**
Improve the quality and safety of the pedestrian environment through infrastructure, programs, and policies
- 3. Improve linkages between the pedestrian network and the transit system**
Improve accessibility and provide direct connections between the pedestrian network and bus stops
- 4. Improve the health and well-being of communities**
Create more opportunities for exercise and recreation to improve overall health

Existing conditions:

- Existing conditions [map](#)
- A total of 32 pedestrian projects are programmed**, which are projects that have a dedicated funding source ([see Table 2.2](#)). High Point City Council has approved 23 sidewalk projects that are distributed throughout all the council wards and funded by the City of High Point. Three pedestrian projects are identified in High Point's Metropolitan Transportation Improvement Program (MTIP) and are funded by NCDOT.
- "Current **walking conditions in High Point are variable**. The sidewalk network is most extensive in downtown but sidewalks are lacking in other parts of the city. Since destinations such as parks, schools, and shopping, are spread throughout the city, the lack of sidewalks makes it difficult to walk to and from these destinations. According to feedback from the steering committee, there is high pedestrian activity along a few corridors that do not have sidewalks and crossing accommodations, such as Eastchester Drive." (p.[2-18](#))



High Point Pedestrian Plan (2017)

Community feedback:

- **57% of respondents rated current walking conditions in High Point as poor.** 40% rated the conditions as fair.
- 98% of respondents indicated that **improving walking conditions is either very important (80%)** or somewhat important (18%).
- The factors that most **discourage walking** are:
 - Lack of sidewalks (84%)
 - Unsafe street crossings (67%)
 - Heavy/fast motor vehicle traffic (59%)
 - Lack of pedestrian signals and crosswalks (49%)
 - Motorists failing to yield to pedestrians (46%)
- **The top 3 locations for improving walking conditions are:**
 - Lexington Avenue
 - Main Street
 - Westchester/Eastchester Avenue

Recommendations:

- Recommended **sidewalks** [map 5.1](#)
- Proposed **sidewalk** projects in [table 5.1](#)
 - Priority sidewalk projects in [table 6.3](#)
- Recommended **enhanced corridors** in [table 5.2](#) with corresponding [map 5.2](#)
- Recommended **micro gap projects** in [table 5.4](#) with corresponding [map 5.3](#)
- **Greenway** recommendation [map 5.4](#)
- Suggested **road diet locations** on p.[5-30](#)



High Point MPO Regional Bike Plan (2019)

“The High Point region will improve its bicycle network to create safe, comfortable, and accessible bicycle connections within, and between, communities. These improvements will generate economic opportunity, improve public health, increase safety, help protect the environment, and provide more mobility options to people of all ages, abilities, and incomes. This plan will identify clear goals and strategies that will optimize the positive externalities of investment.”



High Point MPO Regional Bike Plan (2019)

[High Point MPO Regional Bike Plan \(2019\)](#) | House Districts: [60](#) and Senate Districts: [27](#)

Project consultant: [Alta Planning + Design](#) | RPO: [High Point MPO](#) | [Government website](#) | County: Guilford



ENHANCE CONNECTIVITY

Use this planning process to build upon existing local, regional, and state plans and policies to create a more convenient and accessible network of bicycle facilities for people of all ages and abilities.



CREATE A MORE POSITIVE ECONOMIC IMPACT

Create programs that support and communicate the positive economic effects of bikable communities.



PROTECT THE ENVIRONMENT

Promote cycling as an environmental good and market the impacts of specific projects and the overall benefits of active transportation on public health. Prioritize linkages to natural areas and develop programs that bring cyclists to nature.



PROMOTE EQUITY

Ensure equitable distribution of infrastructure and programming to low-income and low car-ownership populations. Prioritize connections to employment centers, educational institutions, and places of interest for these communities.

Plan Goals



ENHANCE HEALTH

Improve the health and wellness of the region by increasing access to bikeways and encouraging their use. Monitor and report how cycling benefits personal and public health.



INCREASE SAFETY

Develop bicycle-specific policies, programs, and facilities that emphasize safety for all types of cyclists.



INCREASE LIVABILITY

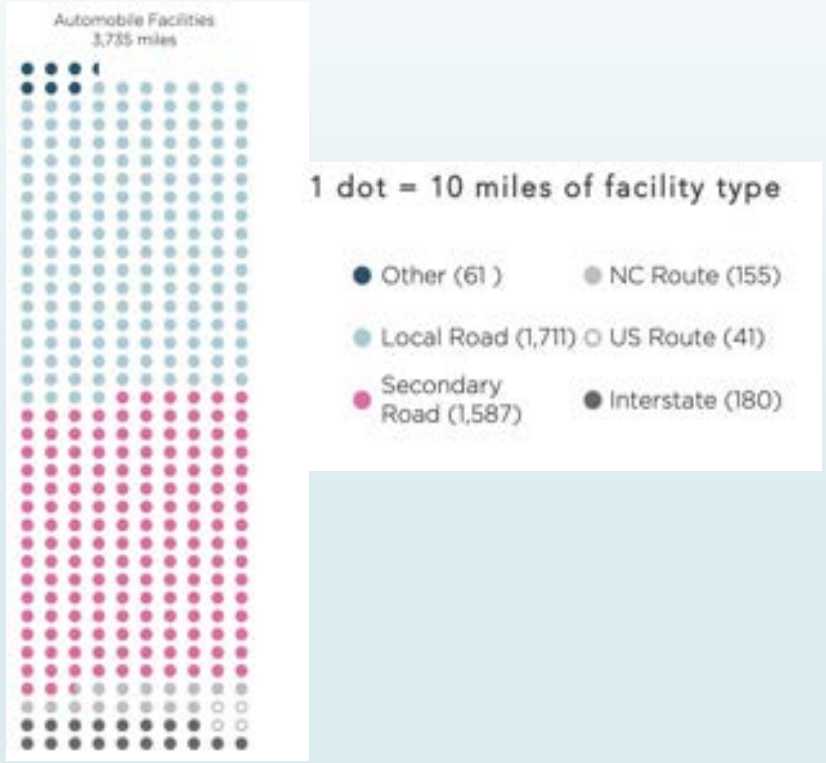
Provide alternative transportation options to make communities feel more safe, connected, and equitable. Create user-friendly programs and materials that encourage cycling and contribute to the culture and identity of the community.



High Point MPO Regional Bike Plan (2019)

EXISTING FACILITIES

This graphic illustrates the balance of investment between different transportation modes. An equitable distribution is not expected, especially in an area with large rural tracts, but this is useful in understanding how conventional planning has created a disparity, favoring a particular type of travel. Providing more mobility options will benefit all users and their respective communities.



1 dot = 10 miles of facility type

- Other (61)
- NC Route (155)
- Local Road (1,711)
- US Route (41)
- Secondary Road (1,587)
- Interstate (180)



High Point MPO Regional Bike Plan (2019)

Community Feedback:

What is the likelihood that the following types of bicycling facilities would influence you to bike more often? (% responding "very likely" shown below)





Hildebran Ped Plan (2010)

“To promote and create an attractive and comprehensive network of pedestrian facilities through improved on-street and off-street pedestrian paths that are safe, accessible, equitable, and efficient. It is the Town of Hildebran’s continuing goal to provide affordable and maintainable facilities, as it strives to benefit and enrich the quality of life of its residents”



Hildebran Ped Plan (2010)

[Town of Hildebran Pedestrian Master Plan \(2010\)](#) | House Districts: [86](#) and Senate Districts: [46](#) | Project consultant: Withers & Ravenel | MPO: Greater Hickory | [Government Website](#) | County: Burke

Objectives:

- Develop an attractive and comprehensive network of pedestrian facilities that are affordable and maintainable.
- Implement the Downtown Master Plan
- Identify gaps within the existing pedestrian system, as well as develop possible updated guidelines for new development.
- Provide solutions for safe crossings and sidewalk connections at schools, commercial centers, parks and recreation facilities, and at major barriers including underpasses and major thoroughfares.
- Provide methods for the Town to increase public awareness of pedestrian routes through means such as maps and mileage.
- Provide methods to improve safe accessibility for people of all ages and abilities.
- Enable the Town to ensure that existing and new pedestrian facilities such as street crossings, sidewalks, etc., are safe and meet minimum ADA standards.
- Implement traffic calming measures and pedestrian facilities in conjunction with roadway expansion projects, particularly in areas near schools and neighborhoods.
- Provide ways to enhance vehicle and pedestrian separation with the use of planting strips

Summary of [short and long term improvements](#):

- Traffic calming
- Sidewalk construction
- Intersection Improvements
- Greenway trail construction
- Education and encouragement programs

Detailed list of short and long term improvements linked [here](#).



Hildebran Ped Plan (2010)

Existing Pedestrian Network:

- The existing pedestrian system in Hildebran is comprised of inconsistent sidewalks and lack ADA accessibility in some locations
- There are no greenways or other multi use trails except those that exist at Hildebran Elementary school in the form of walking tracks.
- There is a lack of crosswalks and pedestrian signalization in certain areas.
- Busy thoroughfares with high design speeds and narrow road shoulders create unsafe conditions for pedestrians. Crosswalks and pedestrian signalization are also absent as are traffic calming devices
- There is a lack of connectivity between neighborhoods due to insufficient pedestrian facilities.
- Most shoulders on roads do not have adequate space for pedestrians.

Existing Conditions and Demographics:

“Outside the central core of Hildebran, the rural nature becomes more evident. Housing density in neighborhoods just outside the Town Limits radiate from the core in a trend that is representative of practical small town growth. However, on the contrary, newer subdivisions are not organized around a grid street system, typical of present-day sprawl growth. Very few newer subdivisions contain sidewalks or other pedestrian facilities. Links between these neighborhoods are mostly in the form of roadways with narrow shoulders and no sidewalks. As a result, these neighborhoods are isolated from one another and there is no safe alternative to vehicular travel.”

- Twenty-nine percent (29%) of the population is considered to be on disabled status, meaning they have a non-institutionalized disability (whether physical or mental) that precludes them from driving.
- Persons 65 and older account for 17.6% of the Hildebran population.



Hildebran Ped Plan (2010)

Community Feedback:

Area respondents feel most unsafe include:

--Where no sidewalks exist --Main Street --Hardees --Dark side roads and pathways

Pedestrian Facilities Opportunities:

- The heart of Hildebran currently has sidewalks in place and a street network conducive to pedestrian circulation.
- The Hildebran Comprehensive Plan recommends requiring sidewalks on street frontage for all new development where possible.
- There is wide public and governmental support for pedestrian facilities.
- There has been proactive planning resulting in increased pedestrian facilities for the Town of Hildebran through the Envision Hildebran Comprehensive Plan document and the downtown Master Plan and other planning documents.

Related Plans:

North Carolina State Transportation Improvement Program Plan (July 2007), 2035 Greater Hickory Urban Area Long Range Transportation Plan, Burke County Strategic Plan, Burke County Comprehensive Parks & Recreation Master Plan, Royal Oaks Park Master Plan, Hildebrand's Zoning Ordinance, Downtown Hildebran Streetscape Master Plan, Hildebran Comprehensive Plan

Mentions the use of state funding that is no longer available due to the 2013 STI funding limitation

Short Term - Phase 1 (2011-2015)

Project Type	Project Description
<i>Traffic Calming</i>	Construct a decorative crosswalk at the municipal complex and a 5' wide sidewalk on the eastern side of S. Center Street from US Hwy 70 to Main Street.
<i>Sidewalk Construction</i>	Construct minimum 5' wide concrete sidewalk along north side of Main Avenue between Fourth Avenue SE and First Street SE
<i>Sidewalk Construction</i>	Construct minimum 5' wide concrete sidewalk along US Hwy 70 between S. Center Street and East Burke Pharmacy

Long Term - Phase 2 (2016-2025)

<i>Roundabout Construction</i>	Construct a Roundabout at the intersection of Main Avenue and S. Center Street
<i>Sidewalk Construction</i>	Construct minimum 5' wide concrete sidewalk along Wilson Road from N. Center Street to Tenth Street NE.
<i>Greenway Trail Construction</i>	Construct a 10' wide asphalt Greenway Trail along Clarence Towery Circle to Cline Park Drive



Holly Springs Bicycle Plan (2011)

“The Town of Holly Springs will become a bicycle-friendly community by developing a combination of infrastructure, education programs, and policies that support and encourage bicycling.”



Holly Springs Bicycle Plan (2011)

[Holly Springs Bicycle Plan \(2011\)](#) | House Districts: [37](#), [36](#) and Senate Districts: [17](#) | Project Consultant: [ALTA/Greenways](#) and M/A/B | MPO: Capital Area | [Government Website](#) | County: Wake

Recommendations and [Implementation](#):

- Improve connectivity: Plan and provide a safe bicycle route network connected to major destinations in the Village District and to regional bicycle routes.
- Develop more greenways and off-road trails and bicycle lanes
- Establish a Bicycle and Pedestrian Advisory Committee (BPAC)
- Improve Bicycle Policies: **Complete Street Policies** and **Coordinated Development** with future residential and commercial developments
- Provide Education and Encouragement Plans

[Strengths of Existing Bicycle Facilities](#):

- Narrow paved shoulder: Existing 1-2 foot paved shoulder on several two-lane roadways throughout is a starting point for separated space (4 feet is the desired minimum standard).
- Neighborhood roads: Many neighborhood collector roads such as Linksland Drive, Crossway Lane, Salem Ridge Road, and Oakhall Drive are wide with slow traffic speeds.
- Greenway trails: Some greenway trails provide bicycling opportunities for both recreation and transportation.
- Existing State bike route - The Cape Fear Run bike route comes through the region



Holly Springs Bicycle Plan (2011)

Current Conditions:

- Barriers to bicycle travel include the NC 55 Bypass and the future I-540 corridor. Grade-separated crossings or enhanced pedestrian crossing features will be necessary to maintain connectivity across the Town.
- Most accidents happen along major roadway arterials
 - The highest number of crashes between 2000-2012 occurred on Sunset Lake Rd. (4) and Holly Springs Rd. (3)
- Table of Existing Roadway Inventory link [here](#)

Community Feedback:

- 69% of respondents reported bicycling for daily needs (commuting to work, errands, etc.) in Holly Springs is **either somewhat or very dangerous**
- More than half of respondents found an **increase (76%)** and **improvement (80%) of off-road paths and greenway paths** would encourage biking

Deficiencies of Existing Bicycle Facilities and Road Networks:

- Lack of connectivity
- Design issues: lanes do not meet multi-use standards (e.g. Avent Ferry sidewalk is eight feet, which is just short of the minimum 10 foot standard for a multi-use sidepath. The planned wide sidewalk width along Bass Lake Road is also eight feet)
- Bicycle Parking needed
- Bicyclist Behavior
- High-volume, high-speed roadways
- Narrow roadways and lanes
- Currently designed for automobile only



Holly Springs Bicycle Plan (2011)

Top 3 Long Term Projects: Complete priority list of short and long term projects [Table 3.1](#)

Main Street (from Holly Springs Road to Oakhall Drive)	Bicycle Lanes	A restriping of Main Street is recommended to fit bicycle lanes. This will require narrowing of existing travel lanes in the 3-lane cross section. Comprehensive Transportation Plan (CTP): 3 lane widening
Avent Ferry Road (from Hollymont Road to Ballentine)	Sidepath	Sidepath is recommended along Avent Ferry Road. This may require some right-of-way acquisition for portions. Highly-visible crosswalks should be provided where sidepath crosses roadways. Bicycle lanes should be considered as alternative with roadway widening (which is recommended in CTP). Comprehensive Transportation Plan (CTP): 4 lane median divided widening
Main Street/Ralph Stephens Road (from Rogers to NC 55 Bypass)	Bicycle Lanes	Bicycle lanes should be added when roadway is widened or reconstructed in future to be coincident with new development. Comprehensive Transportation Plan (CTP): 3 lane widening (Main Street) and 4 lane divided median (Ralph Stephens).

- Implement [the recommendations](#) in related plans, such as the Holly Springs Comprehensive Development Plan and the Village District Area Plan
- Establish new greenways and rural roadway paved shoulders, site recommendations listed [here](#)
- Full Action Steps Table listed [here](#)



Holly Springs Ped Plan (2007)

“To promote a pedestrian-friendly environment; where connectivity is improved within and outside Town, sidewalks and greenways are further developed and integrated, and all users are offered increased accessibility, convenience, and safety.”



Holly Springs Ped Plan (2007)

[Holly Springs Pedestrian Plan](#) | House Districts: [37](#), [36](#) and Senate Districts: [17](#) | Project consultants: ALTA Plans + Greenways | MPO: Capital Area | [Government Website](#) | County: Wake

Plan Goals:

- Improve connectivity across Town by filling sidewalk gaps and connecting different land uses through an integrated combination of sidewalks, greenways, and safe roadway crossings
- Promote safe walking in Holly Springs for all types of residents and promote the safe interaction between motorists and pedestrians
- Focus on improving pedestrian safety near schools, commercial areas, major corridors, and Downtown
- Develop off-road greenways that protect the environment, provide recreational opportunities, and connect into the on-road sidewalk system
- Improve unsafe intersections and crossings
- Integrate pedestrian network with surrounding communities and regional trail systems
- Provide for senior and disabled accessibility
- Determine key pedestrian issues in Holly Springs
- Prioritize pedestrian needs and projects
- Develop a Plan that is integrated with other existing and future Town of Holly Springs plans
- Develop policies and ordinances to guide pedestrian friendly growth
- Provide funding opportunities to guide Holly Springs in future implementation



Holly Springs Ped Plan (2007)

Existing Conditions:

- The majority of sidewalks found within the Town of Holly Springs are concentrated in individual neighborhoods.
- Pedestrian connections between neighborhoods/subdivisions, the downtown, and schools are inadequate with many gaps, or non-existent, particularly along arterial roadways.
 - Sidewalk facilities are inadequate or nonexistent within older, established neighborhoods and within town.
- Many intersection crosswalks in Holly Springs have no markings and those that do are simple and not as noticeable with only two solid parallel lines. In some cases, sight distance is inadequate, curb radii are too wide, and curb ramps are not found.
- The existing greenway corridors within the Town of Holly Springs consist mainly of unimproved pedestrian facilities with only a few unconnected sections of paved trail.
- Most common destinations (referred to as trip attractors): Downtown Village District, Schools, shopping locations, parks, community and recreation centers
- Holly Springs is a rapidly growing community, with heavy development activity. Most development has occurred since 1990 along and around NC 55 (Main Street) and more recently extending outwards along Holly Springs Road, Sunset Lake Road, Avent Ferry Road, and the NC 55 Bypass.



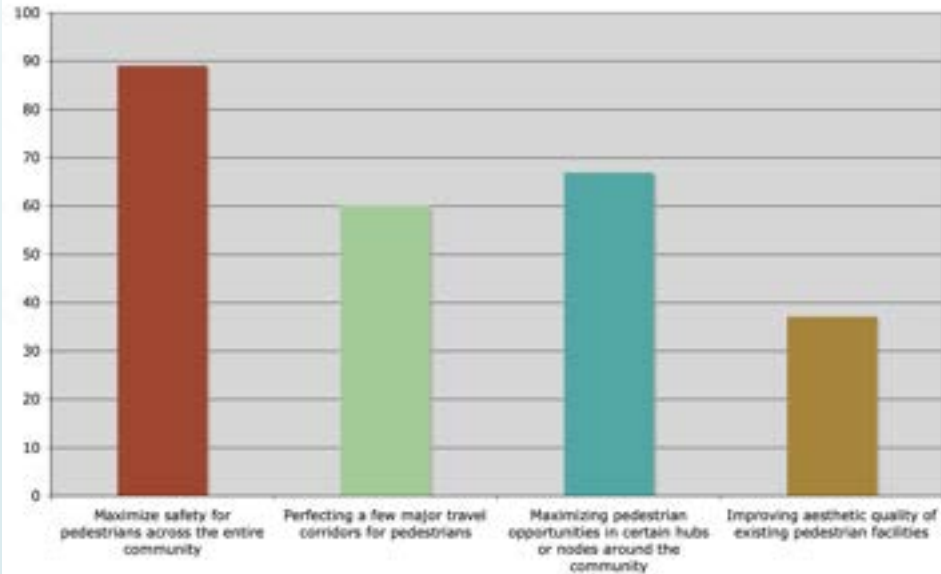
Holly Springs Ped Plan (2007)

Public Input:

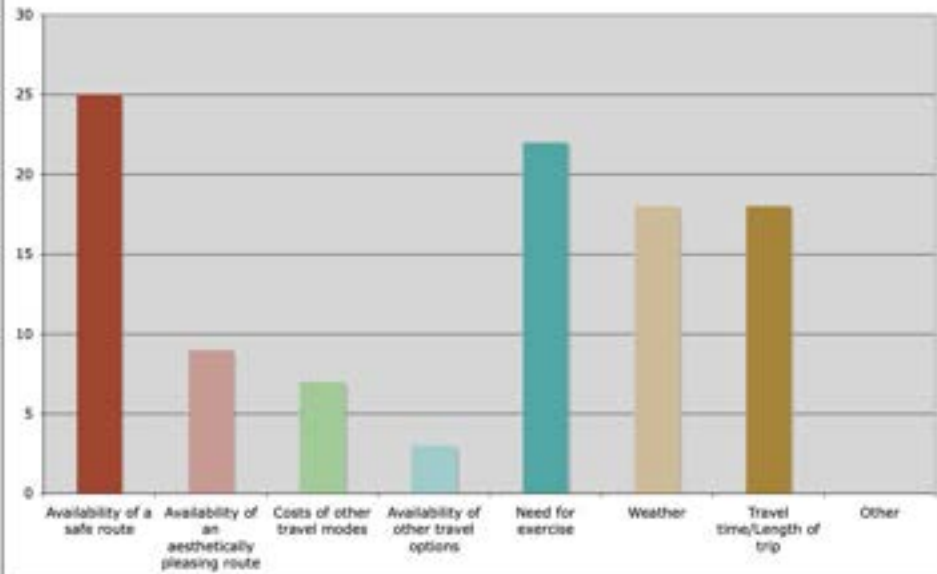
Q5: Please order this list according to the importance you place on each item

Q6: Which of the following factors play a role in whether or not you walk to a destination?

A Question 5



A Question 6





Holly Springs Ped Plan (2007)

Recommendations:

The Proposed Pedestrian Network for Holly Springs consists of sidewalk projects, intersection improvement projects and greenways corridor development.

- Sidewalk projects are the major component of the proposed pedestrian corridors in Holly Springs. Sidewalk projects are located along road segments that require sidewalks on both sides of the roadway to provide adequate pedestrian connections throughout the Town of Holly Springs.
- Intersection Improvements: Main Street and Oak Hall/Cayman, Main Street and Oak, Hall/Springstone, Holly Springs Road and Main Street, and Holly Springs Road and Cayman
- Programs: Public and internal education-- Holly Springs should sponsor annual training sessions for Pedestrian and a session for new members of Law Enforcement focusing on Pedestrian Issues, Produce a variety of safety materials for distribution to various age groups and at various events/locations, and bicycle/pedestrian advocacy group
- Motorist Enforcement
- Encouragement: School Programs
- [Policies](#) and [design guidelines](#)



Hookerton Bicycle and Pedestrian Plan (2015)

The Town of Hookerton will be a place where people of all ages and diverse backgrounds have access to bicycle and pedestrian facilities and programs that promote: exercise and wellbeing, safety, connectivity, and celebration and discovery of Hookerton's rich culture and history. Greene



Hookerton Bicycle and Pedestrian Plan (2015)

[Hookerton Bicycle and Pedestrian Plan \(2015\)](#) | House District: [12](#) and Senate District: [4](#) | Project Consultant: AECOM
Technical Services of North Carolina | RPO: Eastern Carolina | Government Website | County: Greene

Goals

1. **Promote safety** for pedestrians and cyclists with an emphasis on heavily used traffic routes
2. **Improve mobility** by creating safe pedestrian and bicycle networks, removing barriers, and **enhancing connections**
3. **Educate the public** with regard to the environmental and public health benefits of walking and biking.
4. **Provide pedestrian and bicycle connections** between community origins and destinations such as schools, stores, and churches, including cultural and historic sites.
5. **Identify funding sources and partnerships** with local businesses, nonprofits, and the ECRPO, NCDOT, and other planning agencies to assist in implementation of the Plan.

Hookerton Demographics:

- Individuals living below the poverty line in Hookerton comprise approximately 27% of the population, higher than the county population at 23%, and significantly higher than NC at 18%.
- Almost 10% (9.6%) of households have no vehicle available while 98% of residents commute via motorized vehicle

Prioritization Criteria for Linear Facilities and Spot Improvements:

- Connectivity
- Implementation
- Safety
- Community Interest

Link to table of proposed bike, pedestrian, and shared use facilities [here](#).



Hookerton Bicycle and Pedestrian Plan (2015)

Existing Conditions:

- Majority low-speed (35 mph), town roads
- General lack of bicycle and pedestrian facilities + gaps in the network, making bicycle and pedestrian travel difficult and often unsafe
 - Currently no existing designated bicycle lanes
 - The only existing sidewalks along Main St.
 - Many areas do not meet ADA standards

Barriers:

- Lack of existing Town policies that require sidewalk and bicycle infrastructure
- Short term impacts related to construction of bicycle or pedestrian facilities which may include the need for detour routes, noise, or visual effects.
- Constraints of Signature Project: Main Street

- Existing safety concerns for bicyclists and those utilizing on-street parking along Main Street has caused accidents such as vehicles backing into cyclists or cyclists side-swiping open vehicle doors
- Costs or funding of the projects
- Potential Right-of-Way limitations for bicycle and pedestrian facilities
- Utility poles may block sight distance of pedestrians and bicyclists and may need to be relocated to improve safety

Goals of Signature Projects

Improve safety through completing bicycle and pedestrian connections to be compliant with ADA standards along one of the most heavily traveled roads in Hookerton.

Active living principles can be addressed through the health benefits residents and visitors experience from improved bicycle, pedestrian, and shared-use path for new or upgraded facilities.

Through infrastructure improvements, positive impacts to the economic and transportation efficiency of Hookerton's primary roadway corridor can be achieved. These facilities can also encourage recreational tourism for visitors traveling to or through Hookerton.

Promote community and environmental stewardship through providing better access to outdoor facilities and to encourage the use of more environmentally friendly transportation choices.

Create social spaces for the Hookerton community to enjoy for leisure and recreation, helping to encourage public interaction and use of the Town's attributes.



Hookerton Bicycle and Pedestrian Plan (2015)

Recommendations:

- Expand existing streetscapes and add bicycle lanes/shared lane markings on roadways that are wide enough
- Coordinate with bicycle organizations to help develop local activities and events, such as a bicycle rodeo or providing bicycle helmets to children
- Establish and officially designate regional bike routes with signage and working with Greene County, the ECRPO, and NCDOT
- Prioritize sidewalk improvements, adding bike lanes/shared lane markings, wide paved shoulders in popular/critical town areas to improve connectivity and safety, such as:
 - Main Street, William Hooker Drive, 1st Street/Morris BBQ Road, and Church Street

Key Action Steps Table listed [here](#).

This is the town of Hookerton's first ever biking and pedestrian plan!

Related Plans:

- Downtown Hookerton Plan (2008): made in preparation for construction of large golf course and residential community in south of town
- Hookerton Recreational Master Plan (2011)
- Greene County Coordinated Public Transportation and Human Services Transportation Plan (2009)
- Greene County Comprehensive Transportation Plan (CTP) (2012)



Hudson Pedestrian and Bicycle Plan (2019)

Bicycling and walking in Hudson will be a safe and enjoyable activity for residents, students, workers, and visitors of all ages and abilities. The Town's transportation network will include sidewalks, trails, safe crossings, and on-street bicycle facilities.



Hudson Pedestrian and Bicycle Plan (2019)

[Hudson Pedestrian and Bicycle Plan \(2019\)](#) | House District: [87](#) and Senate District: [45](#) | Project Consultant: Kimley Horn | MPO: | [Government Website](#) | County: Caldwell

Plan Goals: Facilitate Connectivity and Safety through improved/additional sidewalks, intersection improvements, and on-street bike facilities

- Provide safe options for all students, from elementary school to college
- Create a healthier, more active community
- Connect neighborhoods to Downtown
- Make parks and local places more accessible

Overall: Improve bicycle and pedestrian infrastructure and create new facilities to improve safety and connectivity. The plan outlines 10 spotlight projects, such as expanding greenway connections and creating multi use paths.

Recommended Bicycle and Pedestrian Improvements:

- Crossing improvements: pedestrian safety, visibility, accessibility, and shorten crossing distance including pedestrian refuge island, ADA ramps, and high visibility crosswalks.
- Signal improvements: add pedestrian pushbuttons, leading pedestrian phases, and pedestrian countdowns.
- Pedestrian beacons
- Accessibility improvements: Sidewalk, trail, and access improvements at all intersections help create continuous ADA-accessible pathways that provide safe, comfortable access for all ages and abilities
- Reduce conflict intersections, treat surfaces to comply with ADA standards
- Safe railroad crossings: @US 321
- Develop on-street bicycle facilities, greenways, and multi-use paths and improve and connect sidewalks

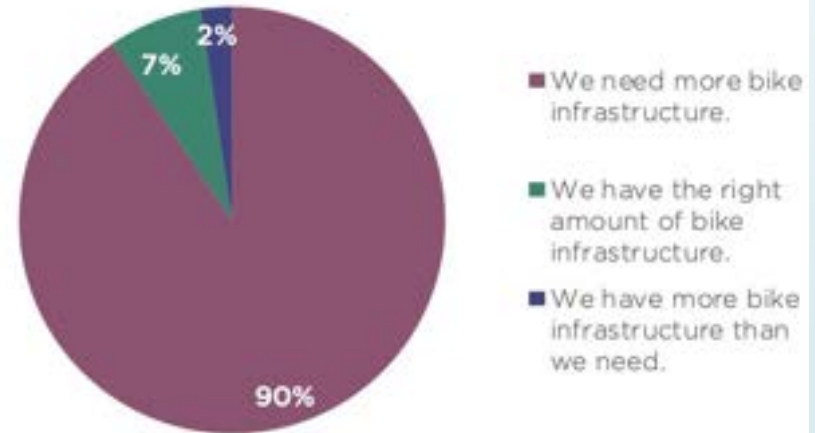


Hudson Pedestrian and Bicycle Plan (2019)

Community Feedback and Existing Barriers:

- Currently limited active transportation infrastructure
- Respondents reported the top three barriers to biking to include: **crossing US 321, crossing the railroad (38%), and a lack of facilities (29%)**
- Highest priority new bicycle facilities involve **improving connectivity between homes and parks and recreation areas, homes to schools, and to downtown Hudson.**
- To encourage more biking in Hudson, respondents reported the need for more on-street bicycle facilities (62%), the building of shared use paths (83%), and improving existing facilities (60%)

WHEN CONSIDERING BICYCLE INFRASTRUCTURE IN HUDSON, WOULD YOU SAY...



90% of respondents reported Hudson needs more bicycle infrastructure



Hudson Pedestrian and Bicycle Plan (2019)

More on Existing Conditions:

- US-321 is a high-traffic road, carrying roughly 33,000 vehicles per day in Hudson. However, **the remainder of the town's major corridors are relatively low traffic**
- Maps of average daily traffic on roadways [here](#).
- Natural environment contains floodplains and hilly topography which could pose as a barrier to creating new ADA compliant facilities
- Existing dedicated bicycle facilities in the area are limited strictly to the greenway sections that connect Redwood Park with the Caldwell Community College and Hudson Elementary and Middle Schools.

Physical Characteristics

- Limited right-of-way
- Age and condition of sidewalks
- Limited parking downtown
- Poor access to Optimist Park
- Limited sidewalk network beyond downtown
- General accessibility

Barriers to Mobility

- US-321 and US-321A
- Railroad
- Limited ADA features
- Car culture mindset
- Lack of public transportation
- Aging population
- Topography

Relevant Demographics:

- 19.5% of the Hudson population lives below the poverty level, poverty levels of 20% or greater are considered to be high poverty areas
- The town of Hudson is an aging community with most residents between 35-40 and 75+ years old

Relevant Steps:

- Adopt a local Complete Streets and Traffic Calming Policy
- Adopt future facilities into the development and review process
- Create a Pedestrian and Bicycle Advisory Committee
- Continue hosting pedestrian and bicycle safety events

Related plans:

- Comprehensive Parks and Recreation Plan (2018)
- Western Piedmont Bicycle Plan
- Western Piedmont Council of Governments
- Metropolitan Transportation Plan (2019)



Huntersville Bicycle Plan (2020)

“The plan provides a framework for increased accessibility and safety for residents of all ages and abilities who want to bicycle in Huntersville.”

“Huntersville has a solid foundation to build a more bicycle friendly town. The Town of Huntersville has a significant bicycling community, a growing greenway system, and a Greenways, Trails and Bikeways Commission working to make Huntersville even better for people on bike. There is strong demand for greenways and biking infrastructure throughout the town; however, there are limited existing facilities that meet the needs of cyclists of all ages and abilities.”



Huntersville Bike Plan (2020)

[Huntersville Bike Plan \(2020\)](#) | House Districts: [106](#) and Senate Districts: [41](#) | Project Consultant: [ALTA/Greenways](#) and M/A/B | MPO: | [Government Website](#) | County: Mecklenburg

Existing Conditions:

- 4.6% Bicycle network as a percentage of overall road network
- The **Torrence Creek Greenway** forms the foundation of the greenway system in Huntersville, but **gaps in the bikeway network** create significant challenges for current and potential future users--especially due to safety concerns
- According to Bicycle Level of Traffic Stress Analysis, **only one major roadway** in the area falls into the category of **low stress** based upon factors of posted speed limit, the number of travel lanes, and the presence and character of bicycle lanes as a proxy for bicyclist comfort level.



Key:

- Yellow=could be comfortably ridden by mainstream adults
- Orange=possible for experienced and enthusiastic cyclists
- Red= only acceptable to "strong and fearless" cyclists



Huntersville Bike Plan (2020)

Community Feedback:

- 80% would like the Town to focus on bicycle, pedestrian, and greenway/trail facilities
- 76% would like to walk or bike more if it was safer and more enjoyable. 83% would like it to be safer for kids to walk and bike to schools and parks.
- At all events, Huntersville residents expressed a strong desire for more bikeways that directly connect to major destinations, particularly the Huntersville area parks and between neighborhoods.

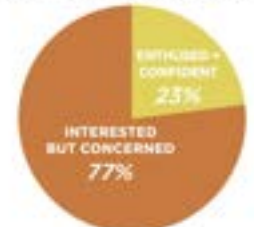
Bicycle Crashes

- A majority of crashes are attributed to motorists failing to yield to bicyclists within the roadway.
- More than half of bicycle crashes resulted in injury and occurred primarily on roads classified as arterials, predominantly Gilead Rd.

WHAT PREVENTS YOU FROM BIKING MORE OFTEN?



WHICH TYPE OF BICYCLIST SHOULD THE TOWN PLAN FOR?



Enthusiast + Confident: People willing to bicycle if some bicycle-specific infrastructure is in place

Interested but concerned: People willing to bicycle if high-quality bicycle infrastructure is in place

Overall: Local streets, that make up the majority of the roadway network, are generally comfortable places to ride a bike, but **major roadways are barriers between pockets of low-stress neighborhood streets.**



Huntersville Bike Plan (2020)

Priority Criteria and Projects:

- Fills greenway and bicycle network gaps
- Serves the town's core, connecting major destinations

1. Stumptown Road: sidepath between Hugh Torance Parkway and NC 115
2. Mt Holly-Huntersville Road/Reese Boulevard: sidepath between the business park loop and NC 115
3. Bike + Ped Connections: short multi-use paths between and within Monteith Park, Shepards Vineyard, Ashton Acres, North Mecklenburg Park, Northcross Downs, Hamptons
4. Huntersville-Concord Road: sidepath between Downtown Huntersville and Asbury Chapel Road
5. McCoy Road: sidepath between Gilead Road and Hambright Road
6. The Park-Huntersville Greenway: between McCoy Road and Mt. Holly Huntersville Road

Recommendations

- Education: Implement a comprehensive safety campaign to create a shared sense of responsibility among all roadway users
- Develop bike-oriented wayfinding elements
- Implement recommendations from 2014 Greenway and Bikeway Master and 30x30 Huntersville Vision Plans
- Update Bike parking and design standards/regulations
- Initiate Police Trainings on Current Bicycle Laws

Plan Notes STIP limitation on funding:

- “Since state law prohibits state monies from being the match [to federal funds], the Town will need to supply the 20% match from other sources, such as the Town’s own funds, matching grants, etc.”

Related Plans:

- Huntersville Comprehensive Transportation Plan planning [in progress](#)
- Mecklenburg County Greenway Master Plan
- The Town of Huntersville 30x30
- Series of Small Area Plans (SAPs)



Indian Trail Bicycle Master Plan (2011)

BICYCLE MASTER PLAN VISION

"To promote a bicycle-friendly environment within Indian Trail by improving connectivity between neighborhoods and destinations; where multi-use paths, greenways and bicycle facilities are further developed and integrated, and all users are provided safe and convenient access."

"Indian Trail will work to forge partnerships, educate the community, and design facilities that are safe and pleasing."



Indian Trail Bicycle Master Plan (2011)

[Indian Trail Bicycle Master Plan \(2011\)](#) | House Districts: [69](#) and Senate Districts: [35](#) | Project Consultants: HNTB | RPO: Rocky River | [Government Website](#) | County: Union

Community Concerns:

- The current transportation network is not safe for bicyclists
- There is a lack of connectivity between existing subdivisions, schools and other destinations around town
- Future bicycle facilities should be designed to be accessible for all users
- Educational programs are needed for both drivers and bicyclists
- There are major barriers, such as US 74 and CSX railroad, that impede bicycle mobility throughout the town
- Indian Trail's future bicycle network should connect to adjacent jurisdictions
- Future parks should include off-road bicycle trails
- The high traffic volumes and speeds on the thoroughfares is an impediment to cycling

Plan Goals:

- Future bicycle facilities should be planned and designed with all users in mind
- Future bicycle facilities should be accessible for everyone
- Improve bicycle connectivity between existing and future residential subdivisions, schools, and other destinations throughout town.
- Bicycle facilities that are built should be safe, accessible, inviting and aesthetically pleasing
- The Town should develop programs that educate motorists and bicyclists
- Improve bicycle safety on existing roads
- Plan and design facilities for both recreational and transportation users
- Incorporate bicycle facilities into future roadway projects
- Educate the children on the importance of health, safety, and the use of bicycle facilities
- Indian Trail's future bicycle infrastructure should connect to surrounding communities and their bicycle facilities
- Bicycling has to be an important priority for the community
- The development of partnerships will be critical for the success of this plan
- The Town should work with NCDOT to reduce automobile speeds on roadways
- Future Projects need to connect to downtown



Indian Trail Bicycle Master Plan (2011)

Action Items:

Planning
Adopt the Bicycle Master Plan
Implement Pilot Projects through further planning and design
Draft a Resurfacing and Restriping Policy that requires the consideration of bicycle facilities (bike lanes, wide shoulders, etc.)
Approve new Resurfacing and Restriping Policy
Incorporate Facility Standards and Guideline (Chapter 5) into the Town's Development Standards
Add definitions of bicycle facilities to the Town's Unified Development Ordinance
Hire an employee to initiate the Town's Parks and Recreation Department
Add bicycle facility standards to the Town's Development Standards
Meet with Transportation Advisory Committee to review the Bicycle Master Plan and their involvement in the implementation of the plan

Funding
Pursue Safe Routes to School grants for programs and policies
Pursue Safe Routes to School grants for the construction of the pilot projects
Develop a long-term funding strategy (General Fund, Powell Bill Funds, etc) for the development of bicycle facilities
Construction
Initiate Neighborhood Signed Route Installation
Construct Pilot Projects
Maintenance
Incorporate bicycle maintenance into the Town's maintenance program
Education/Encouragement
Develop communication program to educate the community about the Bicycle Plan
Construction
Initiate communication with surrounding municipalities to discuss bicycle related issues and to coordinate on adjacent bicycle projects
Initiate discussions with local and regional health organizations to educate community about benefits of bicycling.



Indian Trail Pedestrian Plan (2009)

[Indian Trail Pedestrian Plan \(2009\)](#) | **House Districts:** [69](#) and **Senate Districts:** [35](#) | **Project Consultants:** HNTB Corporation Kevin Walsh, Project Manager Donal Simpson, FAIA, AICP, ASLA – Principal-in-Charge Erin Walker, Public Involvement Paige Dixon, GIS Support | **RPO:** Rocky River | [Government Website](#) | **County:** Union

Plan Goals:

- Improve **connectivity** throughout the Town
- **Enhance safety** by providing lighting, signage and other types of existing pedestrian facilities
- Provide recreational opportunities for all users
- Public education programs
- Ensure all pedestrian facilities can be used by multiple users
- Create a sense of place and identity through good planning and design
- Ensure that the pedestrian facilities are attractive through proper maintenance
- Create facilities that are convenient and easily accessible
- Focus on developing facilities that provide an experience for the user
- Develop facilities that are unique to Indian Trail
- Develop efficient and cost effective processes for the development of facilities
- Ensure good design of pedestrian facilities is achieved

Short-term Goals –

- Ordinance Revisions
- Project Implementation
- Explore a Sidewalk Capital Improvement Program (CIP)

Long-term Goals –

- Linking Infrastructure
- Economic and Social Growth
- Environmental Protection
- Changing Pedestrian and Driver Behaviors

** Mentions that police officers should be active in educating motorists and pedestrians about pedestrian safety



Indian Trail Pedestrian Plan (2009)

Existing Pedestrian Network-- (Existing System Map linked [here.](#))

- **Sidewalk:** until recently the Town of Indian Trail lacked a consistent design standard and requirement for them. However, many areas of the town still need new or improved sidewalks. Today, the town requires the construction of sidewalks; this is why newer residential development has sidewalks but older neighborhoods often lack sidewalks. Major roadways, such as Wesley Chapel Stouts Road and Unionville Indian Trail Road that connect older subdivisions with newer subdivisions lack continuous sidewalks, which make walking along these roads very difficult. The lack of sidewalks on these major roadways has created gaps in the overall system. There is a need to connect sidewalks to schools.
- **Intersections and Crossings:** Most of the intersections within the town do not meet minimum state and federal standards . Signalized intersections do not have striped crosswalks, curb ramps, pedestrian signals or signage. The intersection between Old Monroe Road and Indian Trail Road provides an example of an area dangerous or nearly impossible for the safe mobility of pedestrians
- **Greenways/Trails:** Currently neither the Town of Indian Trail nor Union County maintains and operates any greenways or trails within the town limits. However, some subdivisions have been built that contain trails that interconnect the subdivision. Many opportunities exist to utilize creeks, streams and sewer easements for future development of a greenway system. These opportunities are illustrated on the Pedestrian System Plan Map.
- **Destinations/Trip Generators:** Several types of destinations exist within the Town that people walk to on a daily basis. This includes schools and commercial centers.



Indian Trail Pedestrian Plan (2009)

General -- Existing Conditions and Concerns:

- Commercial development within Indian Trail is primarily located along US 74 with clusters of office and retail development located throughout the town.
- Edna Love Park, a private park located in the downtown area, is the **only existing park within the Town.**
- Approximately **34% of the land** use within the Town's Planning Area, as identified in the Comprehensive Plan, is **made up of agricultural, forest and vacant land.** These areas will play a vital role in the development of the proposed greenway system.
- High volumes of pedestrian traffic have been documented along Wesley Chapel Stouts Road near Sun Valley High School. This should be a priority area.
- Interviewees also identified a future retail development behind Lowe's Home Improvement store at the intersection of Highway 74 and Wesley Chapel Road.

Priority policy recommendations linked [here](#).
Mentions state [funding](#) that is no longer available through the 2013 STIP funding limitation

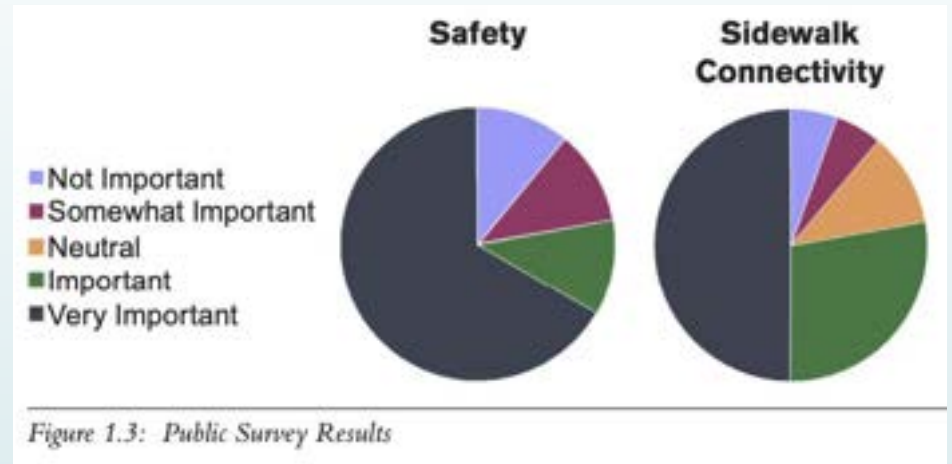


Figure 1.3: Public Survey Results

All but approximately 7 miles of roadway in Indian Trail are owned, operated and maintained by NCDOT. Most subdivision streets are privately owned. Therefore, the Town, NCDOT, private homeowners, homeowner associations and other stakeholders will need to work together during the implementation of the Pedestrian Plan.



Isothermal Regional Bicycle Plan (2018)

“The Isothermal Regional Bicycle Plan will provide a framework for NCDOT and local governments to enhance bicycling as a normalized mode of transportation and recreation for residents and visitors alike, improving access, connectivity, and safety.”



Isothermal Regional Bicycle Plan (2018)

[Isothermal Regional Bicycle Plan \(2018\)](#) | **Project Consultant:** ALTA Planning and Design | **RPO/MPO:** Foothills RPO and Gaston Cleveland Lincoln MPO | **County:** Cleveland, McDowell, Polk, Rutherford

Plan Goals:

- **Mobility:** Bicyclists will have a connected network of bicycling infrastructure for transportation and recreation purposes.
- **Safety:** Bicyclists of all ages and abilities will experience greater separation from motor vehicles and a culture of bicycling acceptance.
- **Economy:** Bicyclists will help diversify and boost the regional economy through tourism and increased business revenues.
- **Quality of Life:** Bicyclists will have greater opportunity to live healthy lifestyles and have access to the beauty of the Isothermal region.

Existing Conditions:

- Region covers 1,718 square miles
 - Existing facilities and routes are generally disconnected from one another
- “Education, encouragement, and enforcement programs can be just as important as infrastructure, especially in the promotion of bicycling safety and for promoting awareness of bicycling resources throughout the region.”

Policy Priorities

1. Complete Streets and Greenways
2. Bicycle-oriented Design Elements
3. Connectivity
4. Policy Considerations by Settlement Type

Policy priorities table linked [here](#).

Project prioritization table linked [here](#).

105 miles of State Bike Routes
497 miles of Charity Event Bicycle Routes (Unsigned)
45 miles of Shared Use Paths
6 miles of Bike Lanes
96 miles of Mountain Bike Trails
13 miles of Carolina Thread Trail



Isothermal Regional Bicycle Plan (2018)

Community Feedback:

Comments seem to emphasize unsafe conditions as a barrier to cycling and recommend improved facilities and educational programs for both motorists and cyclists

40% rate overall bicycling conditions in the region as **fair**.

43% rate overall bicycling conditions in the region as **poor or very poor**.

I'm afraid of biking outside my neighborhood and Uptown Shelby because I don't know how to behave in major intersections AND because I know most of the drivers don't know how to drive near cyclists.

I would commute to work using my bicycle if there was a safer route from my home to downtown.

I ride regularly. There are no designations for cyclists in the Isothermal region. I also believe that most motorists are uninformed when it comes to the law and cyclists on the road.

What is the likelihood that the following types of bicycling facilities would influence you to bike more often? (% responding "VERY LIKELY" shown below)

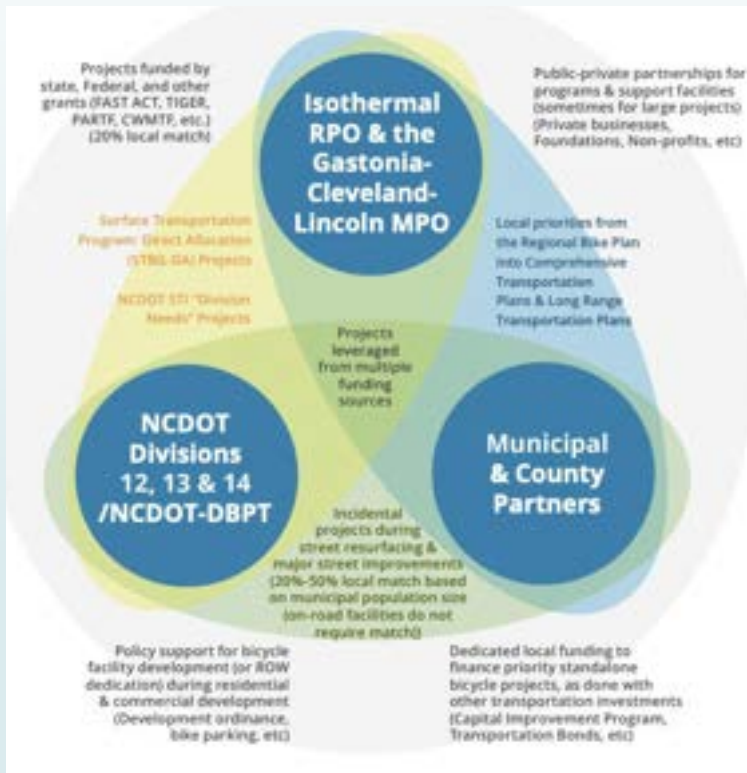


We have a wonderful area for cycling. The key is to get large numbers of new people using their bikes. That will only be possible with bike paths, rail trails, and bike lanes that are separated from traffic.

Complete table of opportunities and constraints for bicycling in the region linked [here](#).



Isothermal Regional Bicycle Plan (2018)



The plan predominantly explores “engaging private funding.”
 “Across the United States, one of the fastest emerging funding sources for greenway development is the private sector.”



Jacksonville Urban Area Metropolitan Planning Organization 2045 Long Range Transportation Plan (2020)



Jacksonville Urban Area
Metropolitan Planning Organization
2045 LONG RANGE TRANSPORTATION PLAN

*“In response to federal mandates and the **desires of local residents**, the long range transportation plan addresses all modes of transport, including automobile, bicycle, pedestrian, transit, air, and rail movements.”*



Jacksonville Urban Area Metropolitan Planning Organization 2045 Long Range Transportation Plan (2020)

[2045 Long Range Transportation Plan Chapter 4 – Active Transportation](#) | House District: [14](#), [15](#) and Senate District: [6](#) |

County: Onslow | MPO: [Jacksonville Urban Area Metropolitan Planning Organization](#)

Recommendations:

Bicycle Network: The recommended bicycle network for the JUMPO 2045 MTP includes a coordinated group of on- and off-street facilities. Connectivity was an important consideration as recommendations were developed. The planning process also emphasized vetting previous plans (e.g. bicycle and pedestrian plans, corridor studies, and small area plans) with the updated roadway recommendations. This emphasis was necessary given the limited funds available for standalone bicycle and pedestrian projects.

Pedestrian Network: To address overall pedestrian needs for the region, several prevailing themes emerged.

1. Close gaps in the pedestrian network to promote greater use of the existing network.
2. Enhance pedestrian access to activity centers from residential or other activity centers.
3. Perform regular maintenance of existing and future pedestrian facilities to maximize the effectiveness of the infrastructure.

In total, approximately 84.2 miles of new sidewalks are recommended. The recommended network assumes pedestrians will be served by paved shoulders in unincorporated rural areas where construction and maintenance funds for sidewalks are unavailable.



JUMPO 2045 Long Range Transportation Plan (2020)

Recommended Bicycle Facilities



Multi-Use Path	Bicycle Lane	Paved Shoulder/MSL	Signal/Paved Roadways
19.3 miles (existing) 17.1 miles (proposed)	5.5 miles (existing) 2.4 miles (proposed)	11.2 miles (existing) 397.2 miles (proposed)	11.6 miles (existing) 39.9 miles (proposed)

[Link to Page](#)

Recommended Pedestrian Facilities: City of Jacksonville



[Link to Page](#)



Jamestown Bicycle and Pedestrian Plan (2023)

The Jamestown Comprehensive Bicycle and Pedestrian Plan takes a holistic approach to addressing the community's desire to bicycle and walk to recreate, exercise, run daily errands, and socialize with friends and neighbors. This Plan sets the foundation for Jamestown to pursue future bicycle and pedestrian infrastructure projects through capital improvements, grants, and collaboration with the North Carolina Department of Transportation as well as other regional partners. All aspects of the Plan were developed based on insight and feedback gleaned from the local community. Thank you to everyone who contributed to this Plan!



Jamestown Bicycle and Pedestrian Plan (2023)

[Jamestown Bicycle and Pedestrian Plan](#) | House Districts: [60](#) and Senate Districts: [27](#) Project consultant: [Piedmont Triad Regional Council](#)
 I MPO: High Point Urban Area MPO [Government website](#) | County: Guilford

GOALS

The goals below reflect the values of the Jamestown community. All Plan recommendations provide actionable steps for carrying out one or more goals.

- 
QUALITY
 Maintain and improve existing facilities as the network expands
- 
SAFETY
 Reduce risks for people who walk and bicycle
- 
CONNECTIVITY
 Create a network that connects destinations
- 
ACCESSIBILITY
 Provide access for people of all ages and abilities
- 
COMMUNITY
 Foster people-oriented streets
- 
MOMENTUM
 Create a culture that encourages walking and biking



- TOP 5 LOCATIONS FOR NEW OR ADDITIONAL BICYCLE AND PEDESTRIAN FACILITIES**
- MAIN STREET
 - OAKDALE ROAD
 - GUILFORD ROAD
 - EAST FORK ROAD
 - PENNY ROAD

- TOP 5 UNSAFE OR STRESSFUL LOCATIONS THAT NEED IMPROVEMENT**
- GUILFORD ROAD
 - MAIN STREET
 - EAST FORK ROAD
 - OAKDALE ROAD
 - PENNY ROAD

- WHERE ARE PEOPLE COMFORTABLE WALKING OR BIKING IN THE ROADWAY?**
- NEIGHBORHOOD STREETS (53%)
 - NO STREETS (10%)

- Key findings of this gaps, barriers, and needs analysis include:
- Within town limits, 27% of residential parcels are more than a quarter mile away from an existing sidewalk.
 - Many neighborhood routes with slower speed limits in Jamestown are roads with dead ends. This reduces connectivity of the active transportation network.
 - Roads that provide the most access across Jamestown are typically higher speed roads (35-45 mph) that are not as comfortable for people biking and walking.
 - There are bicycle and pedestrian crash hot spots distributed throughout the Town, including the downtown core and near Jamestown Park & Golf.
 - Railroad crossings are particularly challenging for people bicycling and using wheeled devices due to the risk of wheels getting stuck in the train tracks.
 - There is an opportunity to enhance wayfinding signage to improve the experience for people exploring Jamestown by bike or foot.



Jamestown Bicycle and Pedestrian Plan (2023)

FUNDING

There are a variety of funding sources that Jamestown can explore to finance bicycle and pedestrian projects.

Table 11. Potential Funding Sources

FUNDING SOURCE	DESCRIPTION	TYPE
AARP Community Challenge Grant	This grant funds "quick-action" and longer term projects to help communities build places that are welcoming and livable for people of all ages. Grant awards can range from several hundred dollars to tens of thousands of dollars, depending on the scale of the project. No match is required.	Non-Profit
BlueCross BlueShield of North Carolina Foundation	The BlueCross BlueShield of North Carolina Foundation is a private, charitable foundation with a focus on improving the health and well-being of North Carolinians. The Foundation's Healthy Communities grant focus area may be of particular interest to Jamestown. The organization periodically announces grant opportunities as they arise. There is not an established grant cycle. Grants range from funding smaller, quick-action initiatives to larger, long-term projects.	Other
Community Development Block Grant- Neighborhood Revitalization (CDBG-NH)	This program's goal is to contribute to neighborhood development and revitalization by investing in people-focused infrastructure projects (e.g. sidewalk projects, pedestrian infrastructure, curbs, greenways, and street reconfig). Greenways that are part of a community's economic development plans may qualify for funding under this program. In addition, recreational areas that serve to improve the quality of life in lower-income areas may also qualify. This program is administered by the NC Department of Commerce and offers funding up to \$750,000.	Federal
Enhanced Mobility of Seniors & Individuals with Disabilities (Section 5310 of the FAST Act)	The program aims to improve mobility for people of all ages and abilities by removing barriers to transportation service and expanding mobility options. Traditional projects include: funding the purchase of wheelchair lifts, ramps, and transit-related IT systems. Non-additional activities include: travel training, building accessible paths to a bus stop, including curb-cuts, sidewalks, and other accessible features, improved wayfinding, and mobility management programs.	Federal
Healthy Streets Grant Program	This program allocates \$100 million a year to fund projects that mitigate urban heat islands, improve air quality, and reduce stormwater runoff, especially in low income communities and communities of color. Project examples include: deploying cool and porous pavements, expanding tree canopy coverage, and conducting assessments on equity, urban heat island areas, and elevated areas of a position. Maximum grant award is \$25k.	Federal
Highway Safety Improvement Program (HSIP)	This program funds safety projects on all public roads, with a goal to significantly reduce traffic fatalities and serious injuries. Program examples include educational programs as well as traffic calming and speed reduction projects. \$1.6B is allocated to this program (-\$3.8B annually). Federal cost share requirements: 90% Federal/10% non-federal.	Federal
Land & Water Conservation Fund	The Land and Water Conservation Fund (LWCF) is a federal program supporting the protection of federal public lands and waters and voluntary conservation on private land. The fund supports projects that preserve ecosystems and improve access to the outdoors, such as improving access to trails, parks, rivers, and lakes and creating community green spaces.	Federal
Multimodal Planning Grant Program	The MMPG is administered by NCDOT's Integrated Mobility Division. The program aims to encourage cities and towns to develop or update their comprehensive multimodal, pedestrian, and bicycle plans.	State

FUNDING SOURCE	DESCRIPTION	TYPE
Park and Recreation Trust Fund (PARTF)	The North Carolina Parks and Recreation Trust Fund (PARTF) awards matching grants to local governments to acquire land for public parks, build or renovate recreational facilities, and improve public access to parks. The goal of the program is to improve the quality of life in their communities. This program provides a 1:1 match for new construction or retrofit of recreational facilities located on a single site. The maximum award is \$500,000.	State
PeopleBikes Community Grant Program	This program provides funding for projects that support bicycling in communities across the U.S. Examples of projects include bike paths, lanes, and trails; bike parks; repair stations; and bike advocacy campaigns. Grants of up to \$10,000 are available on a periodic basis.	Non-Profit
Railroad Crossing Elimination Grant Program	This Federal program funds projects that improve highway-railway crossings, improving the safety and mobility of people and goods. Eligible project examples include track relocations, grade separation closures, installation of signals and signs to improve safety, and more.	Federal
Reconnecting Communities Pilot Program - Planning Grants and Capital Construction Grants	This pilot program (new funding source as of 2022) is funded with \$1 billion over the next 5 years, and its aim is to support projects that remove, retrofit, or mitigate highways that have divided communities and created barriers to mobility and opportunity. Eligible grant projects could include various planning studies, construction costs, technical assistance, and public engagement related to these initiatives.	Federal
Recreational Trails Program (RTP)	The Recreational Trails Program funding is directed to the construction and maintenance of recreational trails and trail support facilities. Examples of projects include acquiring land for trails, enhancing existing recreational bike trails, creating new hiking paths and greenways, and more.	Federal
Safe Streets and Roads for All	This program sets aside \$1B a year to fund state and local "vision zero" plans and other road safety improvements. The ultimate goal of this program is to reduce crashes and fatalities on public roads, especially for people walking and bicycling. Funding can be used for both developing comprehensive road safety plans and financing construction and implementation costs.	Federal
State Street-Aid (Powell Bill) Program	This NCDOT program provides 100% funding for resurfacing local roads as well as planning and constructing pedestrian and bicycle facilities. Funds can be used as match for certain grants.	State
State Transportation Improvement Program (STIP)	The STIP includes all of the transportation projects that will be scheduled, funded, and constructed across the state over a minimum four-year time period. Projects must occur along a state-owned road to receive funding.	State
Surface Transportation Block Grant Program (STBG Program)	Through FHWA and NCDOT, this program uses federal funds to improve and maintain federal-aid highway, bridge and tunnel projects on public roads, pedestrian and bicycle infrastructure, transit capital projects, and public bus terminals and facilities. Projects could incorporate improvements to major routes that enhance access, reduce crash rates, and/or relieve traffic congestion.	Federal
Transportation Alternatives Program (TAP)	This program is a set-aside of STBG Program funding for transportation alternatives projects, such as pedestrian and bicycle facility projects, safe routes to school programs, and recreational trail projects. There is funding available for both non-infrastructure and infrastructure projects.	Federal



Jonesville Comprehensive Pedestrian Transportation Plan (2015)

“The purpose of the Plan is to create a road map and menu of options for the Town of Jonesville to take towards creating a walkable environment.”



Jonesville Comprehensive Pedestrian Transportation Plan (2015)

[Jonesville Comprehensive Pedestrian Transportation Plan \(2015\)](#) | House Districts: [77](#) and Senate Districts: [36](#)

Project consultant: [Piedmont Triad Regional Council](#) | RPO: [Northwest Piedmont RPO](#) | [Government website](#) | County: Yadkin

Five-year plan goals:

1. Build a trail head and trail connections for the Jonesville and Yadkin River greenway
2. Repair existing sidewalk in disrepair
3. Construct NC 67 sidewalk and median refuge islands in key locations
4. Construct sidewalk on Cedarbrook Rd
5. Construct sidewalk on the bypass (Valley Drive)
6. Build Swaim Memorial Park area sidewalk and bicycle lane
7. Make Veteran's Memorial Park ADA Accessible
8. Construct sidewalks near the elementary school and other public facilities and commercial areas

Ten-year plan goals:

1. Continue to improve the sidewalk network along NC 67
2. Construct bicycle lanes on Town roadways
3. Increased tourism from trails and pedestrian accessibility
4. Increased mobility options for aging in place
5. New sidewalks/greenways that connect neighborhoods to commercial areas
6. Construction of a zip line across the Yadkin River

- **Examples of alignment with other local and regional transportation plans beginning on p. [13](#)**
- **References to NCDOT policies and guidance related to pedestrian transportation on p. [18](#)**



Jonesville Comprehensive Pedestrian Transportation Plan (2015)

Existing conditions:

- There is a substantial existing sidewalk system in the older section of Jonesville where the library and school are located. **A majority of the existing sidewalks are in need of repair or rehabilitation.**
- The growing **Jonesville Greenway** will continue to draw users, but **barriers to access** include a visible trailhead and parking, as well as connections to other destinations in Jonesville, especially along NC 67.
- **Safe bicycle and pedestrian connections across the Yadkin River should be built**, so that the Jonesville and Elkin Greenway system may have a regional draw. See [Figure 8: Assessment of Existing Facilities](#) and Plans for more details on existing facilities and recommendations from adopted plans.

Community feedback:

- Nearly **90% of respondents** feel that a pedestrian friendly community is 'important' or 'very important'
- **'Lack of sidewalks and trails'** is reported as the biggest barrier to walking
- **'Town parks'** and **'Greenway trails'** are the walking destinations respondents 'would most like to get to'
- **'Pedestrian safety'** and **'Filling gaps of missing sidewalk'** are the 'most important considerations in determining locations of new sidewalks'
- A **'Local bond referendum'** and **'Local sales tax'** are the top two reported methods of 'funding for sidewalks and trails' when 'grants and existing revenues are not sufficient'
- **Top corridors for improvement** are the Main Street/School area, NC 67 and the US 21 Business and Bridge Street Corridor.



Jonesville Comprehensive Pedestrian Transportation Plan (2015)

Recommendations:

- Proposed facilities map in [Figure 9](#)
- Jonesville Pedestrian Sidewalk and Sidepath Improvement List in [Table 2](#)
- “For the Town of Jonesville, the [Health by Design – A Regional Plan for Active Living Infrastructure for Northwest North Carolina 2013] plan **identifies the Jonesville Greenway extension along the Yadkin River as a priority project** to allow citizens the opportunity to exercise outdoors by walking, biking etc.” (p.[15](#))
- “Jonesville’s existing ordinances define sidewalks and roads, but do not define pedestrian routes or access... Such a definition should be established by the town, with the forms it may take also be described or defined. At a minimum, this should include sidewalks and road crossings that meet NCDOT design requirements, and may also include greenways and walking paths that will be publicly maintained.” (p.[40](#))
- “**Require reasonable pedestrian infrastructure for most new residential and commercial developments within the town.** Ensure that this new infrastructure will connect to existing or planned pedestrian infrastructure.” (p.[41](#))

- “**Adopt a Complete Streets policy**, ensuring rebuilt or new streets will accommodate pedestrians, cyclists, future transit users and automobiles.” (p.[43](#))
- “**Create a capital improvement plan in the Town budget to fund construction of sidewalks and trails.**” (p.[45](#))
- “**Establish a streetscape committee** to target specific routes identified in this plan for lighting, tree and landscaping improvements along existing streets and roads such as NC 67 and US 21 Business.” (p.[45](#))

List of potential funding sources in [Appendix C](#)

Related plans:

- [Yadkin County CTP Bicycle Maps \(2014\)](#)
- [Yadkin County CTP Pedestrian Maps \(2014\)](#)



Kannapolis Ped Plan (2007)

“The Kannapolis Walkable Community Plan will contribute to the City’s larger vision of establishing itself as one of “...the most dynamic and desirable communities in the Central Carolinas” (Weaving a Shared Future for Kannapolis, 1999). The Walkable Community Plan’s Vision is to enhance and expand upon the pedestrian and bicycle networks within the City of Kannapolis by creating a safe, convenient, and accessible circulation network. The Plan will improve the quality of life for residents, attract visitors, and contribute to the unique character of Kannapolis.”



Kannapolis Ped Plan (2007)

[Kannapolis Pedestrian Plan \(2007\)](#) | House Districts: [82](#) Senate Districts: [34](#) | Project consultants: HSMM Inc. | MPO: Cabarrus Rowan | [Government Website](#) | County: Cabarrus and Rowan

Plan Goals:

● Connectivity

- Develop circulation corridors which link commercial centers, healthcare centers, public facilities, residences, and existing/proposed recreational facilities.
- Link neighborhoods and schools to one another by improving street and sidewalk connections and providing safer road crossings.
- Incorporate the new NC Research Campus into the larger pedestrian circulation system.
- Create an integrated transportation system that provides a high level of accessibility for non-drivers and the physically challenged.
- Increase public awareness of pedestrian and bicycle routes. Identify and remedy gaps within the existing pedestrian system and alternative transportation.

● Access

- Improve access for people of all ages and those with disabilities.

- Inform residents and visitors of safe pedestrian routes through mailings, fliers, and a comprehensive signage system.
- Establish formal and passive connections through the City and the larger region.
- Ensure accessible pedestrian accommodations are part of all new construction.

● Safety

- Provide a diverse and safe environment for pedestrians.
- Existing pedestrian facilities shall be safe and meet all ADA standards. Incorporate safe pedestrian facilities in coordination with all street programs.
- Provide safe crossing opportunities of major barriers and streets.
- Adopt traffic calming measures in high speed traffic areas.
- Enhance vehicle and pedestrian separation through planting strips and designated crosswalks.



Kannapolis Ped Plan (2007)

Existing Conditions:

- Currently four designated bicycle and pedestrian routes
 - North Kannapolis Connector
 - Kannapolis Route(s)
 - Three Mile Branch Corridor
 - Irish Buffalo Creek Corridor
- Connectivity throughout Kannapolis is enhanced through these aforementioned routes, particularly between residential areas to schools and parks. However, all the routes do not have suitable sidewalks and crosswalks, nor are they consistent.
- Public transportation is available and diverse in Kannapolis however, pedestrian access to it appears to be somewhat of a challenge. It is essential that all transit stops become accessible and fully ADA compliant, as well as provide the necessary amenities for safety and comfort (waste receptacles, signage, posted schedules, etc).
- Pedestrian facilities are in good condition in downtown Kannapolis and relatively inconsistent throughout the rest of the City.

Community feedback: (488 surveys completed)

- Most places not in walking distance, and 61% of respondents feel they do not have access to walking and bicycling amenities from their homes.
- 79% of survey respondents feel Kannapolis needs improved pedestrian and bicycle facilities.
- Overall safety was a major concern for residents. They emphasize traffic speeds, aggressive drivers, no sidewalks/insufficient sidewalks, no shoulders on roads, and lack of street crossings as some causes of their distress.
- Respondents felt safest walking and biking in the downtown area.



Kannapolis Ped Plan (2007)

Recommendations:

- [Pedestrian System Plan](#): On-street routes and connectors to create the Major Framework. Each extension has specific recommendations for traffic calming and other updates/improvements to allow ADA accessibility
 - Loop Road Extension
 - North Kannapolis Extension
- Off street routes: Greenway connections
 - The existing Baker's Creek Greenway acts as a link between Baker's Creek Park and Village Park. This will also link with the proposed 8th Street Greenway and connect with Loop Road and the new NC Research Campus.
 - Additional proposed greenways such as Irish Buffalo Creek Corridor and 3 Mile Branch also provide connectivity between parks, schools, and neighborhoods.
- Additional Design Elements: Signage, street furniture, and other amenities should be implemented after sidewalks, crosswalks and other infrastructure are developed.
- Future Connections: Development of routes identified in Future Connections (Fig. 11) should be implemented last, as these routes provide a finer degree of connectivity.

Funding:

Mentions funds that are no longer available:

“The Transportation Enhancement Program is funded by ten percent of North Carolina’s annual STP funds. Transportation enhancements include a range of pedestrian projects such as trails, greenways, sidewalks, signage, and safety education. STP Enhancement Funding is a principal source of funding for pedestrian planning projects such as the Kannapolis Walkable Community Plan”



Kenansville Pedestrian Plan (2007)

“The way we see it in 2025: “Kenansville is a pedestrian friendly town with interconnected full-service streets. People move easily and safely by foot, car, and bicycle. Children routinely walk from home to school and adults regularly walk within and between neighborhoods. Radiating from downtown is an interconnected network of sidewalks. Nature trails provide a welcome respite. Pedestrian-friendly streetscapes boast generous sidewalks crowned by shade trees and lined with attractive pedestrian-scaled streetlights. People of all ages benefit from Kenansville’s past investments in creating a walkable environment.” Kenansville Pedestrian Plan Steering Committee (February 2007).”



Kenansville Pedestrian Plan (2007)

[Kenansville Pedestrian Plan \(2007\)](#) | House Districts: [4](#) and Senate Districts: [9](#) | Project consultants: N/A | RPO: Eastern Carolina | [Government Website](#) | County: Duplin

Plan Goals:

1. Improve connectivity of key destinations
2. Establish and enforce pedestrian regulations
Improve pedestrian signage
3. Promote quality design and beautification
4. Address pedestrian safety
5. Address maintenance
6. Enhance quality of life

Existing Conditions:

- The town's core needs special attention. Kenansville has a number of busy state highways converging at the center of town. Currently the vehicle traffic on these main streets serves as pedestrian barriers around the downtown where there is a sense of isolation created by a hard-edged highway street system.

- Sidewalks, although present in the downtown commercial area, do not exist in more recently developed residential subdivisions. Sidewalks need to connect commercial and residential areas.
- The current sidewalk or pedestrian zone is generally treeless and sterile—lacking pedestrian amenities
- Special focal areas include the Duplin Commons/James Sprunt Community College (JSCC), the downtown, the historic district, the Duplin Memorial Hospital, and Golden Grove Cemetery/Brinson Field vicinity.
- Kenansville has 3.85 miles of existing sidewalks serving the downtown and radiating outward along state highways
- Opportunities to expand existing trails/natural off-road corridors, including: (1) The Duplin Commons Trail extension; (2) portions of the Old Kenansville Railroad corridor near Duplin Commons and behind Kenansville Park



Kenansville Pedestrian Plan (2007)

Public Participation:

- Q: Would you walk more if there were more sidewalks or paths?
 - A: Eighty-four percent of respondents said they would take advantage of additional places to walk.
- Respondents suggested ideas for improving the environment for walkers: (1) better lighting, (2) maintenance or existing sidewalks, (3) more shaded areas, (4) controlling dogs, and (5) walking in pairs.
- A few people mentioned fear of crime as a reason for staying away from outside walks. While better than a third (35%) of the people, felt unsafe from traffic. Specifically, unsafe street crossings concerned one in five people.
- Q: Where do you most often walk?
 - A: With the lack of sidewalks in neighborhoods, walking takes place close to home as nearly half (46%) of adults are using their neighborhood streets and street shoulders for walking. Roughly one-half of those surveyed make use of existing sidewalks for their walks (47%). One out of five Kenansville adults goes to a neighborhood other than their own to walk. The sidewalks along Routledge Road were the most often mentioned places for someone to walk outside ones own neighborhood. Other choice walking places include downtown (22%), school grounds (9%), and the trail at Duplin Commons (12%).



Kenansville Pedestrian Plan (2007)

Recommendations:

- **Signage:** 1. Non-regulatory pedestrian oriented signing guidelines should be adopted 2. Signage should mark interesting features (historic landmarks, historic district, walking and bicycling routes) 3. Use chevrons instead of arrows for direction 4. Use blocks instead of miles for distance 5. Provide signage such as “brown loop” for historic, “green loop” for agriculture, “yellow loop” for gardens, etc. 6. Walking trail signs to link sites 7. Continue to improve town welcome signs 8. Establish “wayfinding” signage
- **Safety education and encouragement programs**
- **Facilities** ([potential projects and improvements](#))

Objectives:

Goal 1: Fill in walking facilities that link major destination points – downtown, town hall/police department, community college, Duplin Commons, schools, hospital, parks, ball fields, etc. 2. Include greenways to connect destination points such as along creeks and old railroad corridor 3. Add walkway improvements for residential areas/neighborhoods 4. Improve pedestrian accessibility at the Post Office

Goal 2: Amend the sign regulations (Section 15, Zoning Ordinance) 2. Create and/or enforce ordinance to force landowners to clean properties 3. Address abandon houses/used cars/furniture on front porches. Create/enforce beautification ordinance 5. Enforce the town’s leash law 6. Include design standards and requirements for sidewalks and pedestrian circulation in the town’s subdivision regulations 7. Update the zoning ordinance to address building placements, guidelines for front porches, driveways and garages to neo-traditional neighborhood and commercial design guidelines to orient streets to buildings and people places rather than automobiles 8. Establish a tree ordinance and programs to qualify for the Tree City USA designation by the National Arbor Day Foundation



Kenansville Pedestrian Plan (2007)

Objectives Continued:

Goal 3: Signage- aforementioned

Goal 4: 1. Landscape pedestrian walkways such as New Bern, NC, Varina, NC etc. 2. Provide quality seating 3. Decorative walkways in strategic areas such as brick and concrete combined. This should include benches, lighting, trees, plantings, etc. 4. Beautify downtown – trees, streetscape ideas for streets and building facades. 5. Look into endowment for long-term maintenance and beautification (Cooperstown, NY example) 6. Research feasibility of underground utilities – seek funding from USDA-Rural Development Services 7. Include more trees in the planned projects

Goal 5: 1. Address uneven sidewalks and storm drains 2. Remove hazardous situation at Post Office 3. Include attractive lighting downtown 4. Improve lighting overall 5. Include a plan to treat fire ants 6. Address truck routes and heavy truck usage (i.e. asphalt plant) 7. Liberty Square – address the lack of internal traffic control 8. CVS Pharmacy location & traffic conflicts 9. Explore educational, technical assistance and funding through the “Safe Routes to School” initiative

Goal 6: 1. Include attractive trash cans in strategic areas 2. Plan to keep drains clean 3. Clean and maintain the landmark “Spring” – work with county. 4. Plan for periodic cleaning of curbs (grass and dirt) 5. Seminary Street needs to be cleaned and beautified – historic street

Goal 7: 1. Identify areas for common use such as the triangle in the center of town and the triangle beside the ABC Store. Obtain long-term lease, if possible, and create parking and park setting. 2. Find grant money to provide incentives to attract specialty shops such as antique, gift, bakery, coffee, etc. 3. Ensure walkways are user friendly for pets 4. Consider bicycles and horses 5. Include farmers’ market 6. Horse-drawn carriage rides could attract tourists/new residents 7. Address children’s needs at the Parks and especially around schools 8. Look into getting old Kenansville railroad station back from Judge Henderson (Trenton) and use as a destination point/welcome center, museum, cultural center, etc. 9. Identify available funding/grant sources.



Kill Devil Hills Ped Plan (2012)

“Kill Devil Hills is a community of active people enjoying a network of safe, well-lit walkways, street crossings and beach access areas.”



Kill Devil Hills Ped Plan (2012)

[Kill Devil Hills Pedestrian Plan \(2012\)](#) | House Districts: 1 | Senate Districts: 1 | Project consultants: Roger Henderson, AICP, P.E., Henderson Consulting Leo Tidd, Louis Berger Group | RPO: [Albemarle RPO](#) | [Government website](#) | County: Dare

General Plan Goals:

- Safety on Every Facility
 - Design for safety
 - Crossing improvements
- Connectivity
 - Allow for convenient access to more destinations with a mix of different land use policies
 - Prioritize connecting major destinations across town
- Multi-functional Transportation
 - Economic development by making businesses and other spaces more accessible by foot or bike
 - Better transportation for everyone
 - Slow vehicular traffic
 - At least 5 ft of separation between bicyclists and pedestrians from the roadway

More Specific Plan Goals:

1. Fill in gaps between existing sidewalks
2. Add sidewalks and extend shoulders north along Virginia Dare Trail (NC 12) and widen where practical to do so
3. Extend multi-use path south along Bay Drive
4. Extend safe routes to schools into neighborhoods
5. Enhance pedestrian friendly crossings of Croatan Highway (US 158)
6. Educate motorists, pedestrians and bicyclists to share the road
7. Promote citizen health and wellness by providing a safe, convenient and comfortable environment in which to walk, bicycle and exercise outdoors
8. Incorporate sustainable design concepts into pedestrian projects and programs



Kill Devil Hills Ped Plan (2012)

Existing Conditions:

- Tourist destination and growing population
- Development patterns have maintained good connectivity in the east-west orientation, however north-south connectivity is primarily limited to two state roadways, NC 12 and US 158, extending the entire distance of Kill Devil Hills.
- Most trips that begin and end in Kill Devil Hills are 3 miles or less
- 70% of all pedestrian collisions occurring on (US 158) and the Virginia Dare Trail (NC 12)
- Missing sidewalks alongside key destinations

--Recommended to lower speed limit on Croatan Highway (the busiest traffic corridor) from the current 50 mph to 35 or 40 mph is recommended to create a safer space for pedestrians

--Table of short and long term project recommendations linked [here](#).

Key words offered by Committee	A.1 Design for Safety	A.2 Crossing Improvements	B.1 Development Policy	B.2 Connectivity	C.1 Economic Development	C.2 Support All Modes
Connect Residential with Retail	●	●	●	●	●	
Pedestrian Facilities on US 158	●	●		●	●	●
Improve Access to Beach		●		●		●
Pedestrian Facilities Need to be Multi-Functional				●	●	●
Improve Access to Schools	●	●		●		●
Include Improved Aesthetics			●		●	
Pave (put sidewalks) On Worn Paths				●		●



Kill Devil Hills Ped Plan (2012)

Funding (full list linked [here](#))

- Mentions state funding that is no longer available due to STIP funding limitation as it cites the NCDOT “the single largest source of funding available to Kill Devil Hills for pedestrian facilities”

Policy Area	Recommended Change
Minimum Sidewalk Requirement	Modify the Zoning Ordinance so that all sidewalk requirements should clearly state that five (5) feet is the minimum width in residential areas, ten (10) feet along US 158, and ten (10) feet in commercial districts.
Americans with Disabilities Act compliance	Town sidewalk and street design standards should accommodate United States Justice Department requirements to accommodate people with disabilities. The ADA Accessibility Guidelines (ADAAG) should be adopted, by reference, for local design.
Multi-use Trail Requirements	Recommend to developers the construction of 20 to 12-foot wide multi-use trail connectors during redevelopment to connect to the path network.
Parking Lot Design	Amend the Town’s zoning ordinances to address pedestrian access, connectivity and safety in parking lot design. In large redevelopment projects, walkways should be required through a parking lot to a business or nonresidential development, in order to provide better access from a public street, through the development to the business entrance. A walkway should be required for any parking lot three parking bays or more in width.
Traffic Impact Assessment	Consider text amendment on Traffic Impact Assessments in the Zoning Ordinance, to specifically address on-site bicycle and pedestrian traffic flow and intersection design along the project frontage that safely accommodates pedestrians. Include off-site provisions for sidewalk connections and pedestrian signals/crosswalks within a reasonable distance of proposed major subdivisions, offices, recreational centers, and other important pedestrian generators or attractors.

Survey of Recommendations:

- **Sidewalks** should connect destinations throughout the community by extending the existing sidewalk network.
- Ba minimum of 5 feet in width and, where possible, include a five-foot wide landscaped buffer between the sidewalk and roadway curb-and-gutter.
- Sidewalks along Croatan Highway (US 158) should be a minimum of 6 feet in width and include a ten-foot wide landscaped buffer.
- **Multi-use Trails** in Kill Devil Hills should be a minimum of 10 feet in width.
- Surface types vary according to use, but paved asphalt is standard for trails accommodating bicyclists and other wheeled users; an 18-inch strip of gravel on each side of paved trails is recommended to accommodate walkers and runners who prefer a softer trail surface.
- **Pedestrian-friendly Street Crossings** – This Plan identifies street crossings that are in need of minor to significant improvements.
- Crossings that link to sidewalk on each side should possess curb cuts with ramps and marked crosswalks.
- Busy intersections could have a variety of improvements, such as countdown signals, curbed refuge islands in the median, and curb extensions.



Kings Mountain Bike Plan (2011)

***A socially connected, and economically thriving community with small town integrity;
“ where everyone can safely and conveniently travel about, and enjoy a healthy lifestyle of
exercise and recreation amidst the scenic beauty of the City and its natural surroundings.***



Kings Mountain Bike Plan (2011)

[Kings Mountain Bike Plan \(2011\)](#) | House Districts: [110](#), [111](#) Senate Districts: [44](#), [43](#) | Project consultants: Blair Israel, RLA Centralina Council of Governments | MPO: Gaston Cleveland Lincoln | [Government Website](#) | County: Cleveland and Gaston

Plan Goals

- Provide for a safe bicycling experience through improvements that target strategic but unsafe sections of roadway and construction of safe off-road bicycle facilities.
- Provide bicycle connections to popular places like schools, businesses, downtown, and neighborhoods, and with that reinforce the connectedness and integrity of the community.
- Provide safe ways across gaps and around barriers (e.g. railroad and highways)
- Provide both on-road and off-road bicycle facilities to serve all segments of the population, with opportunities for commuting, recreation, healthy exercise, scenic enjoyment, and relief from automobile traffic.
- Create opportunities for economic development and significant community events.
- Minimize the burden on city services and resources, working within the constraints of existing physical conditions, parking, and right-of-way, and making the best use of available funding opportunities.

Recommended Programs:

1. **Wayfinding & Signage:** In addition to the guidance they provide bicyclists, wayfinding signage can also serve to remind motorists that they share the road with bicyclists.
2. **Bicycle Safety Programs and Helmet Initiatives:** Many cyclists, especially children, lack a basic safe bike handling skills. Bicyclists need to know their rights and responsibilities on the road, be aware of hazards, and know the skills of safe cycling.
3. **Bicycle Rack Initiative** The availability of bike parking encourages the use of bicycles. The Initiative includes initial installation of bike racks and lockers, the Request a Rack Program, and other complementary programs.



Kings Mountain Bike Plan (2011)

Community Feedback:

Q: What keeps you from riding a bike most often?

A: It feels unsafe to ride in the city (42.7%)

Q: What one most important thing do you think would encourage more bicycling in and around the city?

A: Having Bicycle lanes or extra width on street (45.4%)

Trails or Greenways to ride on (38.1%)

Q: Would you support public funding for bicycle facilities such as bike lanes or greenway paths?

A: Yes (71.1%)

Q: What goals are most important to you?

Complete public survey results linked [here](#).

	Does not matter	Seldom matters	I can go either way	Definitely matters	Needed most!	Rating Average	Response Count
Make conditions in and around the city safer for bicyclists.	0.0% (0)	1.0% (1)	7.3% (7)	49.8% (47)	42.7% (41)	4.33	96
Make only the least expensive kinds of improvements.	18.8% (18)	26.0% (25)	39.6% (38)	9.4% (9)	6.3% (6)	2.58	96
Concentrate on areas where bicyclists already ride the most.	2.1% (2)	3.1% (3)	22.9% (22)	56.3% (54)	15.6% (15)	3.80	96
Provide for those commuting to work on bicycle.	2.1% (2)	10.4% (10)	31.3% (30)	44.8% (43)	11.5% (11)	3.53	96
Help students bike to school.	7.3% (7)	6.3% (6)	27.1% (26)	42.7% (41)	16.7% (16)	3.55	96
Concentrate on scenic areas for recreational bicycling or to attract more tourism.	2.1% (2)	2.1% (2)	15.6% (15)	50.0% (48)	30.2% (29)	4.04	96



Kings Mountain Bike Plan (2011)

Existing Conditions/Concerns:

- **Inadequate on-road bicycle facilities:** Aside from a few newer roads constructed within Kings Mountain, **the City has no bicycle facilities.** Many of the roads in and around the City are of insufficient width for bicyclists to share with vehicles.
- **Inadequate off-road bicycle facilities:** Other than the recreational Gateway Trail, which offers no connection to destinations, there are currently no off-road bicycle facilities in Kings Mountain. In order to reach most destinations of interest, bicyclists must use the streets, and many of those streets offer no bicycle facilities or adequate width for safe bicycling.
- **On-street parking:** While on-street parking is a great benefit to downtown retail businesses and pedestrian life, it can inhibit bicycle use with perceived or potential danger, particularly on highly trafficked streets.
- **Traffic:** The City sees a considerable amount of vehicular traffic and has experienced vehicle-bicycle accidents. Downtown traffic conditions in particular present challenges for bicyclists.
- **Aesthetics:** Many areas throughout the City have been cited as needing visual improvements in order to make the area more attractive to potential bicycle traffic.

Specific Barriers and Constraints

In-depth Description of Anti-bicycle conditions

Mentions: “Coordinate with NCDOT on new road construction, actively evaluating every resurfacing project for the potential of adding paved shoulders or bicycle lanes.” as part of recommended actions pg. 10

Opportunities:

- **Centralized downtown core**
- **Overlay districts**
- **Scenic Countryside**
- **The Gateway Trail:** Kings Mountain’s current greenway includes over 2 miles of trail.
- **Additional Local and Regional Greenway Opportunities**

Mentions state funding that is no longer after 2013 funding

limitation: “State Funding NCDOT Bicycle and pedestrian accommodations such as bike lanes, widened paved shoulders, sidewalks and bicyclesafe bridge design are frequently included as incidental features of highway projects. The NCDOT Complete Streets Program is expanding this policy.”



Kinston Pedestrian Plan (2008)

Kinston's long-term goal is to provide a safe, efficient, and continuous multimodal transportation network so residents and visitors can enjoy the magnitude of historical, natural, and cultural resources in Kinston and improve pedestrian accessibility throughout the Central Business District. This goal includes creation and enhancement of connections that support pedestrian movement and the creation or enhancement of places that support pedestrian travel or activity



Kinston Pedestrian Plan (2008)

[Kinston Ped Plan \(2008\)](#) | House Districts: [12](#) Senate Districts: [2](#) | Project consultants: Rivers and Associates Inc. | RPO: Eastern Carolina | [Government Website](#) | County: Lenoir

Plan Goals:

- 1. Pedestrian Health & Safety:** To provide pedestrian facilities throughout Kinston that promotes healthier lifestyles, and provides safe walking routes between destinations.
 - Create safe and comfortable access to major points of interest or destinations.
 - Create a safer, pedestrian-friendly downtown.
 - Provide safe access to schools and parks.
- 2. Connectivity and Accessibility:** To develop a well-designed continuous ADA-compliant pedestrian network that will provide residents and visitors with convenient and pleasant access to major points of interest and destinations within a reasonable walking distance.
 - Create access to major points of interest and destinations within reasonable walking distance through sidewalk and multi-use trail construction
 - Ensure pedestrian friendliness in all types of development
 - Make necessary repairs to existing facilities
- 3. Pedestrian Education & Programs:** To educate the community on the wide-range of benefits of a walkable community, as well as promoting and encouraging pedestrian programs.
 - Provide brochures, pamphlets, and educational devices to the public and private organizations
 - Promote national walking events and programs to encourage walking



Kinston Pedestrian Plan (2008)

4. **Pedestrian-Friendly Development:** To develop and implement pedestrian-friendly development elements throughout the community.

- Update City ordinances to require pedestrian-friendly design elements for new development
- Expand the existing parks to incorporate walking opportunities
- Implement traffic calming devices

Existing Conditions/Needs:

- Traffic calming devices
- Multimodal trails
- Improved intersections
- Walking programs and incentives
- Pedestrian bridges
- Sidewalks
- Improved connectivity and accessibility to destinations
- Mixed use development

- Existing pedestrian crossing situations are dangerous at some of the major intersections: Queen Street and Vernon Avenue Herritage Street and Vernon Avenue McLewean Street and Vernon Avenue Highway 70 and the Wal-Mart area
- Need for 'walk/no walk' lights to help guide pedestrians □ Walking trails for recreational purposes
- Increased accessibility to shops and restaurants
- Pedestrian bridge over the Neuse River to the Neuseway Park/Nature Center
- Walkways along the riverbanks ("riverwalk loop")
- A large loop around Kinston for connectivity that can use by public as well as for private organizations (i.e., Relay for Life, etc.) Recreational trails should be multi-modal



Kinston Pedestrian Plan (2008)

Community Feedback:

Citizens identified the following factors that make walking difficult or unpleasant:

1. Sidewalks and Streetscapes
 - No sidewalks or gaps in the existing sidewalk
 - Poor surface quality
 - Unattractive streetscapes
 - Sidewalks too narrow
 - Poor access for disabled
2. Distances
 - Destinations too far to walk
3. Personal Safety
 - High crime
 - Poor lighting
4. Driver and Pedestrian Interface
 - Drivers do not stop for pedestrians at crosswalks
 - Fast vehicle speeds
 - Vehicles running red lights
 - Right turns on red
 - Heavy traffic

Recommendations:

Facilities improvements--

[Summary of potential pedestrian projects](#) (Action plan pg. 28)

Programs-- Safe Routes to School, Walk to School Day Program, Greenway Master Plan, Walking Programs and Events, etc.

Policy Recommendations--

New educational and civic facilities shall be located near existing pedestrian facilities or pedestrian facilities should be provided to the new location. Placement of pedestrian entrances along North Carolina state roads shall be avoided, instead these facilities shall be along non-collector streets to reduce safety issues.

Commercial development sites shall incorporate pedestrian-friendly accommodations such as pedestrian refuge islands, pedestrian channels through parking lots to commercial establishments, landscaping to provide shaded and a sense of place within parking lots, and traffic calming techniques to reduce vehicular speeds.

The Unified Development Ordinance shall be modified to place a maximum amount of parking allowed and not a minimum, thus letting the market dictate the amount of parking that is created for a development and require shared parking spaces amongst adjoining or adjacent uses.

Ensure and allow mixed-uses within existing neighborhoods instead of separating uses. By creating livable neighborhoods walking will become a more attractive option to transportation.

All existing and new development shall be connected and accessible for pedestrians; therefore, local streets in addition to major collectors shall be equipped with pedestrian facilities. All new developments shall be required to construct sidewalks.

Within residential and/or non-residential developments, pedestrian ways, crosswalks, or multi-purpose trails no less than 5 feet in width, shall be constructed near the center and entirely through any block which is 900 feet or more in length where necessary to provide adequate pedestrian circulation or access to schools, churches, retail stores, personal service establishments, recreational areas, or transportation facilities.

Where residential developments have cul-de-sacs or dead-end streets, such streets shall be connected to the closest local or collector street or to cul-de-sacs in adjoining subdivisions via a sidewalk or multi-use path, except where deemed impractical by the Planning Director.



Knightsdale Pedestrian Plan (2013)

The Knightsdale Town Council's vision is to "promote wellness through healthy and active neighborhoods and businesses."



Knightdale Pedestrian Plan (2013)

[Knightdale Pedestrian Plan \(2013\)](#) | House Districts: [39](#) Senate Districts: [14](#) | Project consultants: Withers & Ravenal Design Team | MPO: Capital Area | [Government Website](#) | County: Wake

Goals:

- Provide walkways for people of all ages and abilities
- Provide safe access to walkways for residents and visitors and promote a feeling of safety and security through proper lighting and protection from vehicles, while providing emergency vehicle access.
- Promote health and wellness by providing walking facilities that connect to destinations and community assets, reducing the need to drive.
- Recommend safe methods and alternatives for pedestrian movement, including proper signage, lighting, and pedestrian crossing signals.
- Provide connections to other existing or planned transportation modes, reinforcing a seamless, multimodal transit system that improves quality of life for residents and visitors to Knightdale.
- Provide interconnectivity between existing and proposed greenway sidewalks, and bicycle routes throughout Knightdale.
- Consider cost implications of plan implementation and provide an estimate of probable cost for construction.
- Create a plan that can be used for future Town and regional planning and funding opportunities.

List of short to long-term projects linked [here](#).

1. A safe pedestrian route along Smithfield Road south and the intersection of 1st Avenue.
2. A viable pedestrian connection across the I-540/Business 64 interchange.
3. A pedestrian connection across the railroad tracks from the Mingo Creek subdivision to the greenway system.

Recommendations divided into “spot” or corridor improvements

	High	Medium	Low
Usage	X		
Connections	X		
Safety Issue	X		
Functional Issue	X		

	High	Medium	Low
Usage	X		
Connections	X		
Safety Issue	X		
Functional Issue	X		



Knightsdale Pedestrian Plan (2013)

Existing Conditions:

The existing pedestrian system in Knightsdale consists of a mixture of on-street sidewalks and limited off-street multi-use paths providing adequate and safe connection opportunities within neighborhoods, but with little connectivity to other destinations around Town. Crosswalks are limited throughout Knightsdale, providing few opportunities for safe crossings.

- Many connector streets have no sidewalks or significant missing segments in the existing sidewalks.
- I-540 interchange has no accommodations for pedestrians.
- Many existing neighborhoods and commercial developments have sidewalks which can be expanded upon.
- Many popular destinations are located in close proximity to one another, allowing for easy connectivity.
- Schools in Knightsdale lack a complete sidewalk network to connect them safely to neighborhoods, parks, and other destinations
- Knightsdale Boulevard (Business 64) acts as a barrier between the north and south areas of Town and the railroad creates another difficult barrier between neighborhoods on the southern side of Town.

List of short to long-term projects linked [here](#).

1. A safe pedestrian route along Smithfield Road south and the intersection of 1st Avenue.
2. A viable pedestrian connection across the I-540/Business 64 interchange.
3. A pedestrian connection across the railroad tracks from the Mingo Creek subdivision to the greenway system.

Although there are approximately 68 miles of sidewalks in the Town, many of these sidewalks are disconnected and are primarily located in residential neighborhoods and private commercial developments, and the existing Greenway system is limited to a few short, disconnected segments.



Knightdale Pedestrian Plan (2013)

Mentions state funding that is no longer available due to 2013
STIP funding limitation

Related Plans:

Knightdale Comprehensive Plan

Knightdale 2007 Town Council Vision Statement

Knightdale Old Town Small Use Plan

Knightdale Unified Development Ordinance

Capital Area Metropolitan Planning Organization (CAMPO)

regional maps

Wake County GIS



Lake Norman Regional Bike Plan (2009)

The vision which guided the development of the plan was that of a continuation multi-jurisdictional bicycle route encircling Lake Norman, connecting with neighboring communities, and various destination of interest. The Route would provide a safer, useful, and attractive transportation and recreation resource for a wide range of users within the surrounding four-county region.



Lake Norman Regional Bike Plan (2009)

[Lake Norman Bike Plan \(2009\)](#) | House Districts: Senate Districts: | Project consultants: I RPO: Unifour and Lake Norman and Mecklenburg Union MPO | Government Website | Counties/Areas: Catawba, Iredell, Lincoln and Mecklenburg County/Cornelius, Davidson, Huntersville, Mooresville, and Troutman

The Lake Norman Regional Bicycle Route was developed with many goals in mind that would benefit the entire region. They include the following:

1. Create **links for bicyclists** around Lake Norman and its vicinity with facilities that provide connections to and around the Lake, to the surrounding communities, regional multi-modal transportation routes and facilities, and other significant destination points in the Lake area.
2. Provide **supporting facilities** for the bicycle route to identify the route, enhance safety, and improve the overall user experience.
3. Support and accommodate the bicycle as a viable means for **personal transportation**.
4. Permit increased and **equitable accessibility** to the Lake and adjacent destinations for the general populace.
5. Promote growth and **economic prosperity** in the region by attracting visitors and new investment.
6. Help reduce vehicle miles traveled by providing facilities for **alternative modes** of transportation.
7. Encourage **healthy lifestyles**, and social and educational benefits through bicycling.
8. Coordinate with efforts to protect and improve the **natural environment** around the Lake in order to enhance habitat for wildlife and protect water quality for Lake Norman and its successive water bodies which serve as primary drinking water supply for the region's populace.

- Area features two limited access roads: I-77 and NC 16 with the vast majority of other travel taking place on overburdened and/or rural two lane roads
- The Lake Norman region has seen continuous growth since the construction of Lake Norman in 1964
- “Proper design of roadways and the designation of a route on *safer* roads and intersections is therefore of primary purpose in the plan development process”
- The Plan proposes an “Initial” and “Ultimate Route” across all counties, linked [here](#).



Lake Norman Regional Bike Plan (2009)

- Add wayfinding, signage, and logos along the initial route
- The plan envisions the Lake Norman Bicycle Route to inevitably link with the Carolina Thread Trail
- Lists [state funding sources](#) that are no longer available post 2013

[Informational Brochure](#)

Key Strategies:

1. Utilize existing low-volume roads, improve high-volume roads, and develop off-road segments to serve the variety of bicycle users throughout the area.
2. Incorporate the Plan recommendations into relevant transportation, recreation, land use, and economic development plans and programs for the area in order to efficiently implement the recommendations.
3. Promote the route as an opportunity to encourage a healthy lifestyle through exercise to attract users in and around the Lake Norman area, and the greater region.
4. Create a plan that is multi-jurisdictional to serve the entire Lake Norman region.
5. Have the Plan endorsed by participating communities and agencies.



Lake Waccamaw Bicycle and Pedestrian Plan

House Districts: [46](#) Senate Districts: [8](#)

Lake Waccamaw [received a 2021 NCDOT planning grant](#) to create a new bicycle and pedestrian plan. The plan is ongoing.



Lansing Bicycle and Pedestrian Plan

House Districts: [93](#) Senate Districts: [47](#)

Lansing [received a 2019-2020 NCDOT planning grant](#) to create a new bicycle and pedestrian plan. The plan is ongoing.



Laurel Park Bicycle & Pedestrian Plan (2016)

“In the Town of Laurel Park, residents and visitors will have the option to walk or ride a bicycle for transportation, recreation, and exercise. Bicycling and walking in the Town will be safe and convenient for everyone.”



Laurel Park Bicycle & Pedestrian Plan (2016)

[Laurel Park Bicycle & Pedestrian Plan \(2015\)](#) | House Districts: [113](#) and Senate Districts: [48](#)

Project consultant: [Kimley-Horn](#) | RPO: [Land of Sky RPO](#) | [Government website](#) | County: Henderson

Goal Statements

The Town of Laurel Park will strive to:

- *leverage existing walking trails and historic markers to increase awareness of pedestrians.*
- *increase roadway safety with well-designed and strategically placed climbing lanes.*
- *enhance the Town's wayfinding with maps and signage.*

Educational Recommendation

Incorporate Bicycle and Pedestrian Safety into Driver Education and Training Courses

- *While the Town of Laurel Park does not have any schools within the Town limits, educational efforts led by the Pedestrian-Bicycle Advisory Commission can still be beneficial. These courses will help to increase motorist awareness about laws pertaining to bicyclists and pedestrians and teach motorists how to drive safely around them. NCDOT has created a series of short educational videos that share tips for how cyclists and motorists can work together to ensure safety for all road users.*



Laurel Park Bicycle & Pedestrian Plan (2016)

ONLINE SURVEY #1 RESULTS

"I would walk more if..." [check all that apply]

- It were safer to walk.
- There were more off-street multi-use paths (greenways).
- There were more sidewalks.
- There were more crosswalks.
- There were more police enforcement of traffic laws
- Motorists drove more slowly
- There were less automobile traffic.
- More people walked.

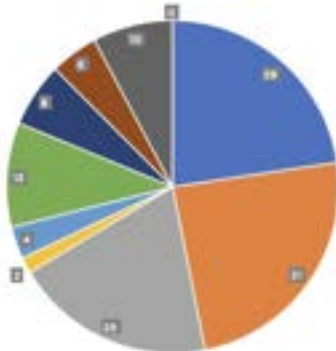


- It were safer to walk.
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- There were more sidewalks.
- There were more crosswalks.
- There were more police enforcement of traffic laws.
- Motorists drove more slowly.
- There were less automobile traffic.
- More people walked.

ONLINE SURVEY #1 RESULTS

"I would bike more if..." [check all that apply]

- It were safer to ride.
- There were more off-street multi-use paths (greenways).
- There were more on-street bikeways.
- There were more bike racks.
- There were more police enforcement of traffic laws.
- Motorists drove more slowly.
- There were less automobile traffic
- More people rode their bikes.
- There were more social bike rides and bike events.
- I could learn how to safely ride in the street.



- It were safer to ride.
- There were more off-street multi-use paths (greenways).
- There were more on-street bikeways.
- There were more bike racks.
- There were more police enforcement of traffic laws.
- Motorists drove more slowly.
- There were less automobile traffic.
- More people rode their bikes.
- There were more social bike rides and bike events.
- I could learn how to safely ride in the street.



Laurinburg Walks Pedestrian Plan (2015)

“To foster a healthy community that provides safe and accessible networks of sidewalks, trails, and pedestrian facilities that will support economic development and help connect our community and bring people together. We envision children walking safely to school, seniors walking to nearby destinations, citizens moving safely in high traffic areas, and tourists moving about the community and downtown areas easily on foot.”



Laurinburg Walks Pedestrian Plan (2015)

[Laurinburg Walks Pedestrian Plan \(2015\)](#) | House Districts: [48](#) and Senate Districts: [24](#)

Project consultant: Holland Consulting Planners | RPO: [Lumber River RPO](#) | [Government website](#) | County: Scotland

Related plans

- [Scotland County Comprehensive Transportation Plan](#)
- [Laurinburg Bicycle Plan \(in progress\)](#)

Plan goals:

1. **Increase the number of pedestrian facilities:** sidewalks, trails, crosswalks, pedestrian safety improvements at intersections, and other related amenities in the City of Laurinburg.
2. **Empower residents** with the ability to travel by foot to their place of employment or for trips to access healthy food, medical facilities, or recreation facilities.
3. **Improve pedestrian safety** along roadways, at intersections, and off-road.
4. **Increase the economic vitality** of commercial establishments by providing pedestrian connections to retail outlets.
5. **Enhance the health and wellness of Laurinburg residents** by encouraging walking through school and community-based programs.





Laurinburg Walks Pedestrian Plan (2015)

Existing conditions:

- “Lower speed, lower volume roadways are found within the city’s downtown area and adjacent residential neighborhoods. **Many of the residential neighborhoods allow for pedestrian traffic as automobile volumes tend to be lower.**”
- “**The roadway network in Laurinburg is designed primarily for the automobile.** Most intersections lack crosswalk markings and are designed with geometry that allows for ease of movement for right-turning vehicles.”
- “**Few pedestrian signals are available to pedestrians in Laurinburg.** Signals are currently available only on Main Street in the historic downtown.”
- “**Laurinburg has approximately 13.6 miles of sidewalks within the corporate limits.** The majority of those facilities are located within the downtown and its immediate vicinity (see [Map 10](#)). Sidewalks within the downtown area are located on both sides of the road, whereas sidewalks outside of the downtown area are only available on one side of the road.”
- “**Physical barriers to pedestrian travel include the presence of the Interstate 74 Bypass, the US 15-401/501 Bypass, and the Laurinburg & Southern rail line adjacent to downtown.**”
- “Particular areas of concern include the two-mile radius encompassing schools within the corporate limits. Schools lacking adequate pedestrian connections within a two-mile radius include Scotland High School, Sycamore Lane Middle, Covington Street Elementary, IE Johnson Elementary, Washington Park Elementary, and North Laurinburg Elementary.”





Laurinburg Walks Pedestrian Plan (2015)

Community feedback:

- “Do you support the goal of making Laurinburg a pedestrian friendly community?”
 - Yes - **97%**
 - No - **3%**
- “What would you say is the biggest factor that hinders you from walking?”
 - Lack of sidewalks - **49%**
 - Lack of trails - **35%**
 - Crime - **28%**
 - Unsafe facilities - **16%**
- “In regards to transforming Laurinburg into a more pedestrian friendly city, what do you think would be the most important accomplishment?”
 - Connect sidewalks (i.e., fill gaps) - **45%**
 - Greenways or multi-use paths - **44%**
 - Pedestrian friendly intersections (i.e., crosswalks, pedestrian signals) - **42%**
 - New sidewalks - **39%**

Recommendations:

- **“A comprehensive greenway network is proposed** within the Laurinburg corporate limits (see [Map 15](#)). Collectively, the network is termed The Laurinburg Cross City Trail... **The entire network spans 10.25 miles...**” (p.[4-7](#))
 - **Priority greenway recommendations p.[4-26](#)**
- **“Approximately 25 miles of roadway are recommended for sidewalk improvements...”** (p.[4-2](#))
 - Sidewalk improvement spreadsheet beginning p.[4-4](#)
 - **Priority sidewalk improvements p.[4-25](#)**
- **14 intersections identified for enhancements** “to increase safety and encourage greater use of facilities.” (p.[4-9](#))
- **Potential funding sources listed p.[5-9](#)**
- **“The [Let’s Go NC] program** should be developed through the Scotland County school system.
- Adopt a Complete Streets policy, Active Routes to School Program, and “Watch For Me NC” Pedestrian Campaign. (p.[5-5](#))



Laurinburg Bicycle Plan (2022)

House Districts: [48](#) and Senate Districts: [24](#)

Received NCDOT planning grant in 2020 to create a bicycle plan (in progress)



Leland Bike Plan (2006)

To establish bicycling as a viable, convenient and safe transportation choice throughout Leland.



Leland Bike Plan (2006)

[Leland Bicycle Plan \(2006\)](#) | House Districts: [17](#) Senate Districts: [8](#) | Project consultants: Wilbur Smith Associates | RPO: Cape Fear | [Government Website](#) | County: Brunswick

Plan Goals:

- Safety
 - Increase and enhance the Safety of bicyclists
- Public Awareness
 - Enhance public awareness and education of bicycling in the Town of Leland.
- Connectivity, coordination, and continuity
 - Adopt policies that promote Connectivity, Coordination and Continuity throughout the Town of Leland.
- Quality of Life
 - Enhance quality of life of the citizens of Leland.
- Maintenance and Implementation
 - Develop a Maintenance and Implementation Plan

Objectives

- Improve bicyclists accessibility across US Highways 17 and 74/76 and other congested areas that are not currently bicycle friendly.
- Promote increased enforcement of bicycle-related violations on the part of both motorists and bicyclists.
- Ensure that the NCDOT Basics of Bicycling Curriculum Bicycle Safety Program is taught to all elementary school children in Leland.

Goal #2: Public Awareness

Enhance public awareness and education of bicycling in the Town of Leland.

Objectives

- Support Safe Routes to School efforts that include educational and incentive programs to encourage more students to bicycle or walk to school.
- Improve bicycle handling and operational skills through bicycle rodeos, class room instruction, physical education classes and bicycle fairs.
- Provide the public with bicycle route mapping and information regarding local bicycle clubs.
- Encourage local groups to provide informational workshops to educate both motorists and bicyclists.



Leland Bike Plan (2006)

Goal #3: Connectivity, Coordination, and Continuity

Adopt policies that promote Connectivity, Coordination, and Continuity throughout the Town of Leland.

Objectives

- 1. Integrate bicycle facilities into all new developments and roadway planning, design and construction projects.
- 2. Identify a network of bike lanes, bike routes, and shared use paths that serve all bicycle user groups, including commuting, recreation and utilitarian trips.
- 3. Improve the continuity of on-street networks by overcoming the negative impacts of existing barriers.
- 4. Utilize innovative designs, where appropriate, to improve bicycle usage, and safety.
- 5. Identify potential off-road multi-use paths to improve connectivity throughout Leland.

- 1. Incorporate this plan into the NCDOT Comprehensive Transportation Planning process.
- 2. Coordinate with adjoining communities and NCDOT to ensure future bicycle facility plans are compatible.
- 3. Develop standards for new developments that will help ensure that consistent bicycle facilities are constructed as the Town of Leland grows.

Goal #4: Quality of Life

Enhance quality of life of the citizens of Leland.

Objectives

- 1. Highlight and promote scenic areas and public recreational facilities with bikeways throughout Leland.

Goal #5: Maintenance and Implementation

Develop a Maintenance and Implementation Plan.

Objectives

- 1. Ensure that bicycle facilities are routinely maintained (such as street sweeping, pavement painting and striping, pavement surface maintenance, tree trimming, and other maintenance as necessary) for the safe operation of bicycles.
- 2. Develop an evaluation matrix that evaluates existing facilities to ensure that facilities adequate for bicycle use are being provided in Leland and to identify appropriate routes for bicycle travel.



Leland Bike Plan (2006)

Community Feedback:

- Lack of facilities and narrow roadways were identified as the main obstacles that discourage people from cycling
- Approximately 70% of respondents think that Leland does not have adequate bicycle facilities and feel that Leland will benefit if bicycle facilities are improved
- 74% of respondents support development policies that promote cycling
- 66% support public funding for improving bicycle accommodations in Leland
- 25% of respondents were not aware of safety and helmet regulations for riding their bike on public streets

Recommendations:

- **Enforcement**
 - The Town should promote increased enforcement of bicycle-related violations on the part of both motor to motorists
- **Education**
 - The Town should work to improve bicycle handling and operational skills through bicycle events,
 - The Town should coordinate with local bicycle groups to provide informational workshops to educate both motorists and cyclists.
- **Programs**
 - The Town should promote the Wave Transit Brunswick Connector shuttle to local residents.
 - The Town should continue to host the “Leland Bicycle Fest” on an annual basis
 - A way-finding system for bicyclists and pedestrians should be established by the Town,



Leland Pedestrian Plan (2016)

“Leland is a community that invites people of all ages and abilities to walk for enjoyment, exercise, and daily transportation by providing a safe, convenient and attractive pedestrian environment.”



Leland Pedestrian Plan (2016)

[Leland Pedestrian Plan \(2016\)](#) | House Districts: [17](#) Senate Districts: [8](#) | Project Consultant: Alta Planning + Design | RPO: Cape Fear | Government Website | County: Brunswick

Plan Goals:

- Improve pedestrian safety
- Provide safe and convenient access to and within Leland
- Stimulate economic development
- Create opportunities for active and healthy lifestyles
- Enhance overall quality of life.

Recommendations:

Facility development--

- Intersection and sidewalk improvements
- Construction of sidewalks, multi-use paths, and pedestrian friendly crossings
- Wayfinding and signage

Programs and education--

- Educate Motorists, Bicyclists, and Pedestrians

TASK	LEAD AGENCY	SUPPORT	DETAILS	PHASE
Provide Enforcement and Education Training for Police Officers	Police Department	NCDOT Bike/ Ped Division	Provide police officers with training through free online resources available from the National Highway Traffic Safety Administration, and through webinars available through the Association of Pedestrian and Bicycle Professionals. Provide police officers with an informational handout to be used during bicycle and pedestrian-related citations and warnings. Utilize available WatchForMe,NC materials, and apply for Leland to become a campaign partner.	Short-term/Ongoing (2016/2017 onward)

Related Plans:

- 2009 Leland Master Plan (updated in 2016)
- 2009 Leland Parks, Recreation, and Open Space Plan
- 2013 Connecting Northern Brunswick County Collector Streets Plan
- 2014 NCDOT Pedestrian and Bicycle Accommodations on Superstreets Report

Funding about STIP linked [here.](#)



Leland Pedestrian Plan (2016)

Existing Conditions:

- Current walking conditions in Leland are variable. Sidewalks can be found in some areas throughout Leland, but gaps exist in the sidewalk network. For example, there is a lack of safe pedestrian facilities around the Downtown core and near North Brunswick High School.
- 0% of residents report biking or walking to work in Leland
- There is a general need for intersection improvements

Challenges:

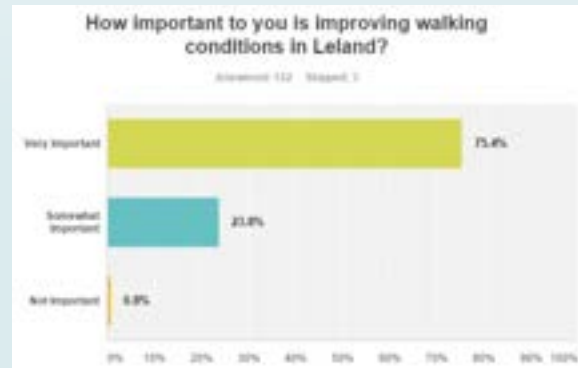
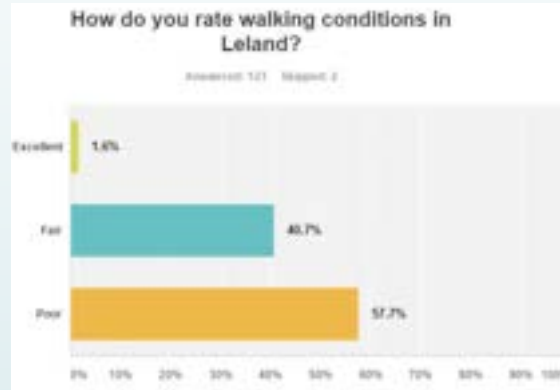
- **Geographical Constraints:** The Town of Leland's municipal boundary is a circuitous and irregular polygon with many "islands" and "peninsulas" around other towns' jurisdictions or county areas, which creates a barrier for pedestrian connectivity. NCDOT sidewalk policy may make it difficult to ensure continuous sidewalks since DOT requires municipal maintenance agreements for sidewalks along state roads
- **US 17 Superstreet:** This high-volume, high-speed multi-lane divided roadway does not incorporate safe and efficient pedestrian crossings.
- **Major Arterials:** US17 and US74 run through Leland and, due to lack of safe pedestrian crossings, create a barrier to pedestrian travel. Major destinations are located along these arterials; yet walking to these destinations is currently not physically possible.
- **Regional connectivity:** To create safe pedestrian travel to several key destinations, the adjacent communities of Belville and Navassa will need to be included in the process.
- **Presence of Wetlands:** Several areas along the Brunswick and Cape Fear Rivers are wetlands. It may be difficult to develop infrastructure (and protect the land!) within these areas.
- Network recommendations map linked [here](#).
- Overall project list linked [here](#).



Leland Pedestrian Plan (2016)

Community Feedback:

- Respondents reported the following as the most important goals for the pedestrian plan (check all that apply): Safer conditions for walking (85.2%), more choices for recreation and exercise (69.7%), accessible sidewalks and curb ramps (59%), more choices for transportation between neighborhoods and local destinations (57.4%)
- Factors the discourage walking: lack of sidewalks (90%), heavy/fast motor vehicle traffic (69.4%), unsafe street crossings (65.8%), lack of pedestrian signals/crosswalks (47.7%)



Existing Conditions:

- Current walking conditions in Leland are variable. Sidewalks can be found in some areas throughout Leland, but gaps exist in the sidewalk network. For example, there is a lack of safe pedestrian facilities around the Downtown core and near North Brunswick High School.
- 0% of residents report biking or walking to work in Leland
- There is a general need for intersection improvements



Lenoir Bicycle Plan (2018)

“Riding bicycles in the City of Lenoir will be a safe and convenient way for residents and visitors to travel for transportation and recreation. The City’s bicycle network will be accessible, connected, and attractive for people of all ages, abilities, and backgrounds.”



Lenoir Bicycle Plan (2018)

[City of Lenoir Bicycle Plan \(2018\)](#) | House Districts: [87](#) Senate Districts: [45](#), [47](#) | Project consultants: Kimley Horn I MPO: Greater Hickory I [Government Website](#) I County: Lenoir

Existing Conditions:

- Lenoir has a strong greenway system providing connection to the Northeast quadrant of the City, but no on-street bicycle facilities.
- Most attractive destinations in Lenoir are located along US 321 and US 64/NC 18, which bisect in the center of the City.
- There have been many recent wins for bikeability in the City of Lenoir with an additional segment of greenway and the removal of rail for the Overmountain Victory National Historic Trail all happening during the short duration of this planning process.

Public Input:

- There was strong support for the continued expansion of the Lenoir Greenway system.
- Participants in the public engagement sessions placed a strong emphasis on enhancing access to Downtown Lenoir. Members of the Bicycle Planning Committee expressed that the provision of bicycle facilities in Downtown Lenoir would strike a balance of practicality due to low travel speeds and ample destinations, with making the presence of bicycling apparent to the most number of residents in Lenoir.

Plan Goals:

- **ENGINEERING:** create safe and convenient places to ride and park bicycles
- **EDUCATION:** give people of all ages and abilities the skills and confidence to ride
- **ENCOURAGEMENT:** create a strong bike culture that welcomes and celebrates bicycling
- **ENFORCEMENT:** ensure safe roads for all users
- **EVALUATION & PLANNING:** plan for bicycling as a safe and viable transportation option
- **EQUITY:** seek fairness in mobility and accessibility to meet the needs of all bicyclists



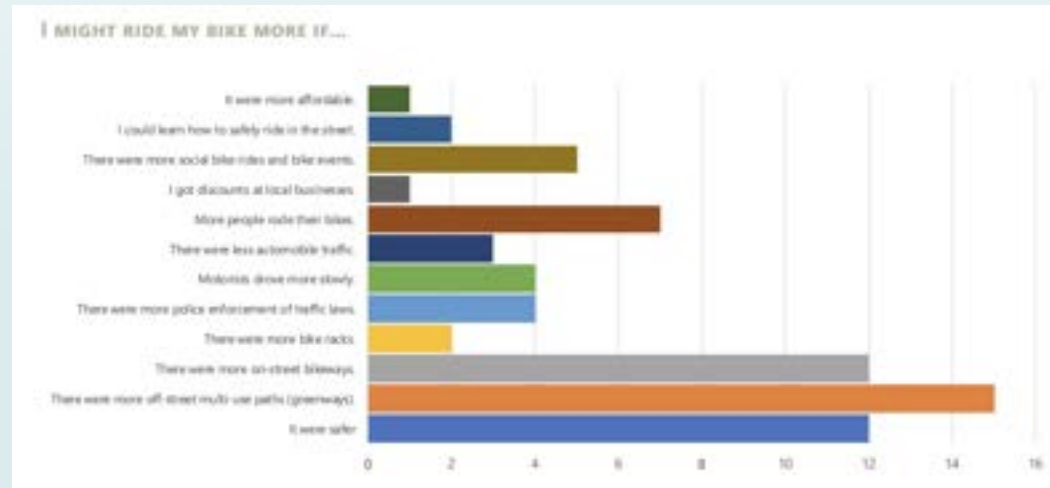
Lenoir Bicycle Plan (2018)

Existing Conditions Continued:

- **7.8% of households without motor vehicles**
- Plan emphasizes the importance of **equity**: “Equity in transportation is fairness in how decision-makers meet the mobility, accessibility, and connectivity needs of the community they serve”
- Connectivity desired to **key destinations**, such as: major employers, schools, parks, and greenways
- **Street Network**: Lenoir’s street system is characterized by two arterials (US 64 and NC 18) meeting perpendicularly to the southeast of downtown and a series of local roads. Traveling along the major arterials or crossing them can subject bicyclists to high levels of stress, since the major arterials have no dedicated bicycle facilities and are generally high volume and high speed.
- There are currently no dedicated bicycle facilities
- Challenges: Flooding in the Lenoir Greenway Tunnel, Harper Ave. and Pennton Ave.--unsafe intersection
- [Priority Project Table](#)

Public Input:

- **Q:** What would encourage you to ride your bike more?
 - **A:** If we had some sort of Police “Station” (sub-station) on the Greenway for Officers to take a break.
 - Police riding the bike route on a regular basis





Lillington Bicycle and Pedestrian Plan (2020)

“Link Lillington’s neighborhoods, schools, parks, and town center with an interconnected system of sidewalks, bicycle and pedestrian facilities.”



Lillington Bicycle and Pedestrian Plan (2020)

[Lillington Bicycle and Pedestrian Plan \(2020\)](#) House Districts: [6](#) Senate Districts: [12](#) | Project consultants: [Stewart](#) Plan I RPO: Mid-Carolina I [Government Website](#) I County: Harnett

Plan Goals:

1. Create a pleasant and safe walking environment in downtown Lillington
2. Create a network to improve access to recreational opportunities and schools
3. Connect community to and across the cape fear river
4. Connect tourists and local trail users to community assets

[Summary of Key Needs](#)

DESIGN PRINCIPLES

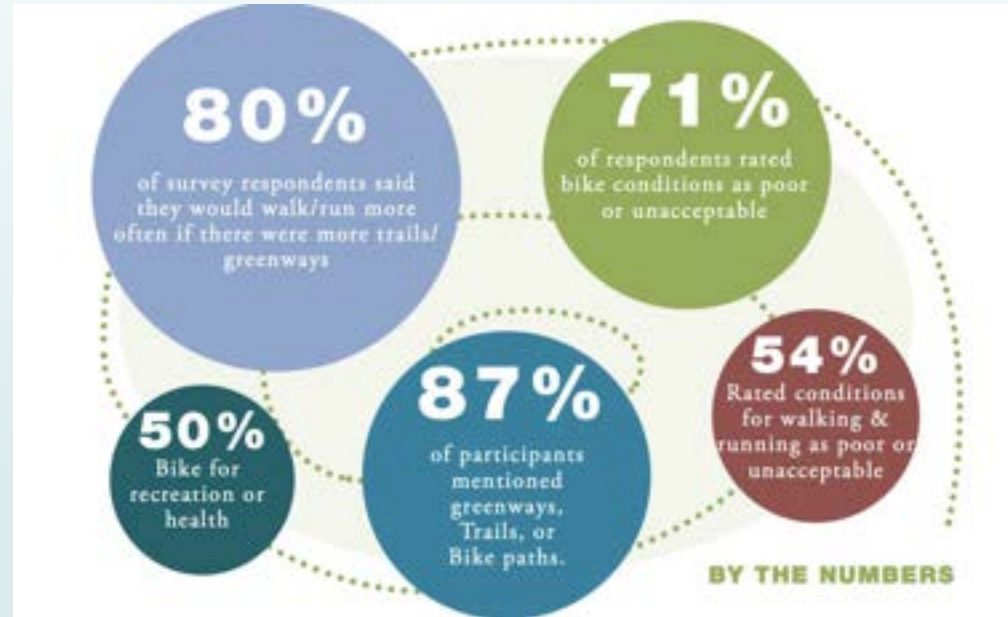
<p>TRAFFIC PSYCHOLOGY</p> <p>The majority of roads in Lillington can feature operating speeds of 20 mph (or lower) without compromising driver comfort. Research has found that drivers will tolerate lower speeds (around 20 mph) for up to 6 minutes, before their patience expires and they should be provided with a faster route.</p>	<p>RELATIVE CONNECTIVITY</p> <p>Research suggests that there is a positive correlation between pedestrian connectivity and the share of trips made by foot. Neighborhoods where the pedestrian network to nearby destinations was more direct than by car yield the highest number of pedestrian trips, higher even than areas where pedestrian and vehicle connectivity are rated equally. (CMHC, 2008)</p>
<p>20 MPH LOCAL STREETS</p> <p>Where users of different modes of transportation use the same space, speed must be low enough to ensure that even in case of a collision, the chance of injury is low. This speed is 20 MPH. This speed is also low enough to allow for pedestrian crossings without the inhibition that comes with fast traffic flows. When operating speeds are 20 mph, or lower, the need for additional separated cycling and walking facilities are limited.</p>	<p>DETOUR FACTORS AND DIRECTNESS</p> <p>There are two factors of detours and directness that contribute to making the decision to walk or cycle over taking a car:</p> <ol style="list-style-type: none">1. In order to make cycling and walking more attractive than driving, it should be more direct in distance and time.2. Cyclists and pedestrians are more sensitive to detours than drivers. The slower and self-propelled nature of cycling and walking means that detours have a disproportionate impact on travel time and effort required compared to drivers.



Lillington Bicycle and Pedestrian Plan (2020)

Community Feedback:

- Respondents overwhelmingly indicated the top priority for the town is building multi-use paths or greenways, especially those that connect to destinations such as Raven Rock State Park, Campbell University, and along the riverfront. Completing the River Walk at River Park was also called out specifically.
- Additionally, a safer crossing of the river of US 401/421 was desired to access county services for both bicyclists and pedestrians on a separated facility
- The second highest priority was improved sidewalk infrastructure, especially those in the downtown, and ensuring connections to residential areas, schools, parks and the river.
- Intersection safety was also a high priority and a number of street crossing improvements were made





Lillington Bicycle and Pedestrian Plan (2020)

Challenges:

- Truck traffic • Wide roads • High speeds • Heavy through volumes • Unsafe intersections • Limited crossings on arterial roads • Bridge over the river hinders connection

Opportunities:

- Local network with relatively low volume • Concentrated density, allowing for big impact with a few key projects • Ample room for shared side paths • Reduce wide curb radiuses to shorten pedestrian crossing distances • Recent growth in recreation opportunities, planned parks and trails

- Once US 421 reaches the junction with US 401, NC 27, and NC 210, all four routes collect onto a single thoroughfare heading over the Cape Fear River into downtown Lillington.
- The intersection of Front and Main streets in downtown account for 16% of the total pedestrian crashes and the only pedestrian fatality in downtown Lillington within this timeframe.
- The highest traffic volumes in the area occur on the bridge crossing of the Cape Fear River where two state highways join together.

Previous Planning Efforts:

- Northwest Harnett County Small Area Plan (2019)
- Harnett County Comprehensive Growth Plan (2015)
- Harnett County Comprehensive Parks and Recreation Master Plan (2017)
- Sandhills Regional Bike Plan (2019)
- Lillington Transportation Plan (2017)



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Sandhills Regional Bike Plan (2019)
Lillington Transportation Plan (2017)



Lillington Bicycle and Pedestrian Plan (2020)

Major Recommendations: (pg. 30-46)

- US 421 Reroute: Recommendations for a reduction in truck traffic in the downtown business district.
- Streetscape Improvements: Changes to overall street appearance, functionality and aesthetics as well as access management.
- Expanded Sidewalk Network: An additional 20 miles of sidewalk are recommended over the existing street network to complete sidewalk gaps and expand cross-town connections to important destinations such as schools, shopping and recreation along with the “Lillington Loop” which makes connections throughout the core of Town.
- Sidepath Improvements: A separated facility is recommended on the Lillington Area Greenway Network where bicycle and pedestrian improvements are proposed adjacent to existing roadways. Interim upgrades can be made to the street network in advance of physical improvements through traffic calming, wayfinding and preparations at intersections such as wider curb ramps and crosswalks.
- Lillington Area Greenway Network: Independent greenway corridors separate from the roadway network.
- Intersection Improvements: Key intersections for crossing improvements are recognized in 29 locations across the town. The majority of the intersection improvements are recommended on higher-volume state maintained roadways and state secondary roads.
- Bicycling Improvements: Enhancements for bicycling are primarily accomplished through the implementation of the Lillington Area Greenway Network and sidepath improvements, however a few independent projects are proposed - bike lanes and a proposed 20 mile bicycle route to Raven Rock State Park.



Littleton Bicycle and Pedestrian Plan

Littleton Bicycle and Pedestrian Plan | House Districts: [27](#) and Senate Districts: [3](#)

Project consultant: | RPO: [Peanut Belt RPO](#) | [Government website](#) | County: Halifax

Littleton [received a 2019-2020 NCDOT planning grant](#) to create a new bicycle and pedestrian plan. The plan is forthcoming.



Locust Ped Plan (2010)

“To promote public health and safety by providing a comprehensive pedestrian network, anchored by the Town Center and connecting to all areas of the City. To provide a variety of pedestrian pathways that meet the transportation and recreation needs of the community.”



Locust Ped Plan (2010)

[Locust Pedestrian Plan \(2010\)](#) | House Districts: [67](#) Senate Districts: [33](#) | Project consultants: McGill Associates | RPO: [I Government Website](#) | County: Stanley and Cabarrus

Plan Goals:

1. Promote pedestrian safety
2. Encourage healthy lifestyles through walking
3. To create a pedestrian network that connects destinations throughout the City
4. To provide a convenient, alternate mode of transportation
5. To create an attractive pedestrian atmosphere that enhances the City's image
6. To promote efficient and cost effective measures in developing the network
7. To provide a variety of pedestrian pathways
8. To assure accessibility to all physically, economically, and ethnically challenged populations

Existing Conditions:

- The existing transportation network in the City of Locust focuses heavily on motor vehicles. Two (2) state highways intersect in Locust and have historically served as the commercial corridors.
- Stanly County Bicycle Route 2, an 84-mile designated bicycle route that circles Stanly County, runs through Locust along NC Highway 24/27. There are no special bicycle lanes along this road and NCDOT recommends that extra caution be taken when riding a bicycle along this busy route.



Locust Ped Plan (2010)

Public Input:

- Interestingly, when asked for the reasons why survey participants did not walk 21% of people said because there were no nearby destinations, 17% of respondents were not interested in walking, while 16% reported that the intersections were too dangerous. Another 16% of survey respondents reported that there was not enough light for them to walk. 10 % of survey respondents reported a fear of crime as a reason for not walking more. 7% of respondents report the lack of trails and sidewalks as a reason for not walking more. Only 6% of survey respondents reported not walking more because of danger from traffic.
- 20% of survey participants reported a positive interest in walking downtown. Another 20% of respondents said that they would be likely to walk to a park, trail or greenway. 17% of people would walk to restaurants and 15% would walk to go shopping. 14% of people reported being likely to walk to a place of worship. Survey respondents that would be willing to walk to a library or museum made up 11% of the total number of responses. 1% of survey respondents reported a likeliness to walk to work and another 1% reported being likely to walk to school.
- When asked what would make the survey responses walk more 16% of respondents would like more off-road walking trails while 15% reported a desire for healthy walking programs. Another 16% of survey respondents would like sidewalks in their neighborhoods. 14% of people surveyed would walk more if sidewalks were improved or increased.
- An overwhelming majority of survey respondents reported that the availability of sidewalks, places to sit, shade, lack of sidewalk obstructions and marked crosswalks were important for walking.



Locust Ped Plan (2010)

Recommendations:

● Facilities

- Crosswalks
- Pedestrian signals
- Sidewalks
- Greenway
- Landscaping along NC Highway 24/27
- Traffic signals

Raised and planted medians on NC Highway 24/27

Intersection and spot improvements (e.g NC 24/27 and Office Jeff Shelton Drive (Locust Elementary) NC 24/27 and Renee Ford Road)

[Policy recommendations and action items](#)

Encouragement and Promotion (publish and distribute walking guide, organize walk to work days, national safe routes to school, wayfinding)

Enforcement programs (motorists to obey traffic laws)

[Priority Project list](#)

Funding:

Mentions funding that is no longer available: “\$6 million is appropriated annually for the construction of pedestrian and bicycle improvements that are independent of scheduled highway projects in communities throughout the state.”



Lowell Pedestrian And Bicycle Plan (2020)

Vision statement: “Lowell’s pedestrian and bicycle network will feature safe, convenient, and comfortable sidewalks, trails, and on-street accommodations that link residents and visitors of all ages and abilities to where they want and need to travel.”



Lowell Pedestrian And Bicycle Plan (2020)

[Lowell Pedestrian and Bicycle Plan \(2020\)](#) / **Planning consultant:** Kimley Horn / House Districts: [108](#) / Senate Districts: [43](#) / MPO: Gaston, Cleveland, Lincoln / [Government Website](#) / County: Gaston

Goals - The Lowell Pedestrian and Bicycle Plan shows a commitment to improving active transportation by emphasizing links to:

- Our parks and natural areas
- Our neighborhoods, new and old
- Our schools, library, and civil sites
- Our downtown and places we shop
- Our regional pedestrian and bicycle network
- Our neighboring communities



Lowell Pedestrian And Bicycle Plan (2020)

Community Feedback:

- When asked in general how safe residents feel while biking and walking in Lowell, 59% of pedestrians said they feel safe and 34% of bicyclists respectively.
- 76% feel that improving walk safety is important and 71% feel improving bike safety is important.
- 80.2% of respondents believe Lowell needs more bike infrastructure.
- Respondents ranked the three most important bicycle projects as adding a connection to Poston Park (100%), adding bike lanes (80.5%), and improving the Carolina Thread Trail Extension (56.1%).

Policy Recommendations:

- Bicycle Facilities - bicycle lanes, shared lane markings, paved shoulders, multi-use paths
- Pedestrian Facilities - multi-use paths, sidewalks, pedestrian intersection improvements
- Pedestrian Intersection Improvements - crossing improvements, safe railroad crossings, signal improvements, connectivity improvements, pedestrian beacon

Top Barriers to Walking:

- Lack of sidewalks: 51.7%
- High traffic speeds and unsafe conditions: 44.8%
- Lack of destination: 35.6%
- Crossing the railroad: 17.2%
- Crossing the interstate: 16.1%
- Other: 6.9%

Top Barriers to Biking:

- High traffic speeds and unsafe conditions: 60.3%
- Lack of destination: 35.9%
- Lack of facilities: 28.2%
- Crossing the railroad: 20.5%
- Crossing the interstate: 15.3%
- Other: 11.5%



Marion Bike Plan (2016)

“The City of Marion is a bicycle-friendly community connected by a safe, convenient, and enjoyable bicycle network that provides access for users of all skill levels; links neighborhoods to destinations; and promotes healthy living through active transportation.”



Marion Bike Plan (2016)

[Marion Bike Plan \(2016\)](#) | House Districts: [85](#) Senate Districts: [46](#) | Project consultants: ALTA Planning + Design | RPO: Foothills | [Government Website](#) | County: McDowell

Plan Goals:

- Promote biking as a viable, healthy, safe and efficient mode of transportation.
- Encourage youth to bike through education and encouragement activities.
- Develop a bike network that connects key destinations, such as the existing Catawba River Greenway to the Peavine Rail Corridor.
- Designate neighborhood bike routes that connect local destinations and rural bike routes that connect to regional destinations.
- Establish a framework for future City and regional planning and funding opportunities.
- Develop a comprehensive bicycle program around the 5 E's (Engineering, Education, Encouragement, Enforcement, and Evaluation)

Existing Conditions: ([opportunities and challenges](#))

- 0% of people in Marion report biking to work
- There are local streets in and around downtown that have low traffic volumes and low speeds that can serve as the foundation of a bicycle network.
- Several local destinations are within a mile from the downtown core
- However, two of the most desirable destinations to access by bike are further away: the Catawba River Greenway Trail Head is 3 miles and McDowell Technical Community College is 4 miles from the heart of downtown. Several key transportation corridors carry higher traffic volumes and speeds without dedicated space for bicycles.
- Lack of existing bicycle facilities: Besides the Catawba Greenway Trail and the YMCA Trail network, there are no existing bicycle facilities.
- Lack of signage and high volume, high speed roadways with little to no shoulder



Marion Bike Plan (2016)

Public Input:

- Generally, the feedback from residents, visitors, and property owners is that they feel the current bicycling conditions are fair (40%) to poor (57%) and that improving them is very important (45%).
- Q: How would you rate bicycling conditions in Marion?
 - A: Poor (56.72%) Fair (40.43%)
- Q: What should be the most important goals/outcomes of this plan? (Check all that apply)
 - A: Safer conditions for bicycling (89%) More choices for recreation and exercise (74%) More choices for transportation between neighborhoods and local destinations(56.7%) Increased overall quality of life/livability (57.2%)
- Q: What do you think are the factors that most discourage you from biking?
 - A: Lack of bicycle lanes and trails (93%) Heavy/fast motor vehicle traffic (63%) Unsafe street crossings (60%) Lack of information about local trails and bicycle routes (55.78%)
- Q: How willing would you be to pay some increase in taxes to fund bicycle facilities in Marion
 - Very Willing (19.34%) Somewhat willing (35.91%)

Recommendations:

[Priority project list](#)

Bicycle wayfinding and neighborhood routes, bike parking and bike racks on public transit

Educational programming: media campaign to educate pedestrians, motorists, and cyclists, bike share program, one-stop website, etc.

[Policy action steps table](#)

Related Plans:

Marion Safe Routes to School Action Plan (2009)

McDowell County Comprehensive Parks and Recreation Master Plan (2014)

Marion Comprehensive Land Use Plan (2012)



Marion Bike Plan (2016)

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Related Plans:

Marion Safe Routes to School Action Plan (2009)

McDowell County Comprehensive Parks and Recreation Master Plan (2014)

Marion Comprehensive Land Use Plan (2012)



Mars Hill Pedestrian Plan (2007)

Mars Hill is a pleasant, scenic place to walk around. Sidewalks and walkways link neighborhoods to each other and to downtown and many people of all ages walk and bicycle to get around town and to exercise. Mars Hill is a safe place for people to walk around; previously unsafe intersections or roadway sections have been improved with better crosswalks, signals or other traffic calming treatments. People living in the community feel welcome and safe walking on Mars Hill College campus. All new roads and road improvements include accommodations for pedestrians.



Mars Hill Pedestrian Plan (2007)

[Mars Hill Pedestrian Plan \(2007\)](#) | House Districts: [118](#) Senate Districts: [47](#) | Project consultants: | RPO: Land of Sky | [Government Website](#) | County: Madison

Plan Goals:

- Identify high priority projects and those that are easy to accomplish
- Identify various funding sources for pedestrian facilities planning, design and construction
- Identify and make plans to address pedestrian safety issues
- Identify pedestrian connections that will draw people towards services and businesses and encourage walking to/from these places
- Look at both short term and long term needs and desires.

Community Input: (a total of 176 completed surveys)

- Most people walk around their neighborhoods or around the college campus and downtown area.
- The biggest barriers to walking/running are narrow roads with no or small shoulders and lack of sidewalks.
- If safe walking routes were available, most people would walk from their home to downtown; half would walk to businesses on NC 213.
- Availability of sidewalks/trails, personal safety and the speed of traffic are the most important factors that people consider when deciding whether to walk somewhere.
- Slower traffic, safer pedestrian crossings and more sidewalks/trails (and larger shoulders) that connect and create a system would make Mars Hill a more walkable place.



Mars Hill Pedestrian Plan (2007)

Recommendations:

- [Proposed education, encouragement, and enforcement programs](#)
- Priority project [list](#)

Funding

- [Link](#) to funding opportunities and strategies
- Plan mentions state funding that is no longer available

Existing conditions:

- Mars Hill College has a fairly complete pedestrian network, with sidewalks, walkways and crosswalks. Most of downtown Mars Hill and the residential streets close to downtown have sidewalks and are “friendly” to pedestrians. The residential streets surrounding downtown that are not primary cut-through/traffic streets have low enough traffic volume that they are safe for pedestrians to walk in the streets. A few of the main streets outside the downtown area – North and South Main, Bruce Road, Bailey Street primarily – are narrow and windy, with little or no shoulders, and do not feel safe or inviting for pedestrians.
- Many of the residential areas of Mars Hill do not have sidewalks and the current network is highly fragmented.
- Mars Hill currently does not have any pedestrian-oriented requirements or policies within its local zoning or subdivision ordinances. It is considering a sidewalk construction requirement for its subdivision ordinance.



Marshall Ped Plan (2012?)

“The Town of Marshall will strive to provide attractive, well maintained and safe pedestrian infrastructure for the town residents and visitors. The Town will continue to provide recreational opportunities that are accessible for all users and will promote a healthy community through collaboration with town residents, business owners and visitors.”



Marshall Ped Plan (2012?)

[Marshall Pedestrian Plan \(2012\)](#) | House Districts: [118](#) | Senate Districts: [47](#) | Project consultants: HNTB | RPO: Land of Sky | [Government Website](#) | County: Madison

Plan Goals:

- To improve the safety and accessibility of existing and future pedestrian infrastructure throughout the town.
- To improve wayfinding and signage for destinations within the town.
- To improve the maintenance of pedestrian facilities throughout the town.
- To ensure all key intersections are accessible to all users.
- To coordinate with the county and other entities to develop greenways that connect key existing and future destinations throughout the town.
- To improve the safety of all users within downtown by developing traffic calming measures to slow motorists and increase the visibility of pedestrians.
- To improve the aesthetics along pedestrian and bicycle routes.

Existing Conditions:

- The Town does face unique challenges though. Much of the development outside of the downtown area is situated on significant slope, making it difficult to construct pedestrian facilities such as sidewalks.
- Currently, sidewalks only exist along Main Street and on the bridge that connects downtown with Blannahasset Island (see Figure 2.1). Several of the sidewalk sections along Main Street need to be replaced or repaired.
- the lack of crosswalks and pedestrian signals at intersections makes it even more difficult. There are two locations where striped crosswalks have been provided.
- In addition to the Blannahasset Island trail, Madison County's Recreation Map indicates that there are several bicycle routes that go through the Town of Marshall, but none of them appear to be greenway trails that can be used by both cyclists and pedestrians



Marshall Ped Plan (2012?)

Recommendations:

- Priority Pedestrian Network [Project List](#)
- Intersection improvements (pg. 21-31)
 - » Main Street / Bailey Branch Road Intersection Improvements » Main Street / Bridge Street Intersection Improvements » Derringer Drive / US 25/70 Intersection Improvements
- [Programs and Policies](#)
- Local Events and Educational Programs
- Enforcement
 - Speeding was identified as a major concern and should be addressed through additional enforcement by local law enforcement. The Town should work with the police department to ensure that they are educated on the state pedestrian laws and enforcing them like any other law
- Encouragement Programs
- Policy: Complete Streets “Require sidewalks on both sides of all road typologies that require sidewalk when feasible.”

Mentions funding that is no longer available after 2014 funding limitation: “NCDOT annually sets aside \$6 million for the construction of bicycle and pedestrian improvements that are independent of scheduled highway projects in communities throughout the state. Types of projects include shared-use paths, wide-paved shoulders, bike lanes, and sidewalks. These independent projects are funded through the Strategic Prioritization/State Transportation Improvement Program (STIP) process.”



Martin County Bicycle Plan

Martin County Bicycle Plan | House Districts: [23](#) and Senate Districts: [3](#)

Project consultant: | RPO: [Mid-East Commission](#) | [Government website](#) | County: Martin

Martin County [received a 2019-2020 NCDOT planning grant](#) to create a new bicycle plan. The plan is forthcoming.



Matthews Bicycle Plan (2006)

“Bicycling must be an integral part of the highly livable, family friendly Town of Matthews. Residents can choose cycling as a safe and convenient transportation option for moving within and beyond the Town. A system of bicycle facilities is an integral part of Matthew’s transportation system and should provide opportunities for residents to pursue an active healthy lifestyle, expanded recreation options and reinforce a sense of community.”



Matthews Bicycle Plan (2006)

[Matthews Bicycle Plan \(2006\)](#) | House Districts: [103](#) Senate Districts: [42](#), [40](#) | Project consultants: Haden Stanziale I

TPO: Charlotte Regional I [Government Website](#) | County: Mecklenburg

Policy Recommendations:

1. Incorporate bicycle awareness and improvements into all Town planning functions
2. Institutionalize the inclusion of bicycle facilities as part of all publicly and privately funded roadway construction, improvement and maintenance projects.
3. Bicycle facilities constructed in the Town of Matthews should meet NCDOT and AASHTO standards.
4. Coordinate the implementation of the Matthews Comprehensive Bicycle Plan with surrounding municipalities, Union and Mecklenburg counties, regional agencies and the NCDOT.
5. Pursue multiple funding sources for the development of bicycle facilities, including local, state and private funding sources.
6. Promote safe bicycling and motorist awareness of bicyclists.
7. Promote the transportation, economic, health, and community building benefits of a bicycle friendly community.

Existing Conditions:

- Bicycle lanes along Fullwood Lane
- The bicycle parking racks at the Library/Town Hall and Community Center
- “Share the Road” warning signs installed on several streets.

Public Input:

- Most respondents noted that Matthews is a uncomfortable bicycling environment due to the lack of bicycle accommodations or the bicycle compatibility of roads.
- Signalization at intersections does not accommodate bicycles.
- Automobiles pass too close and too fast.
- The lack of signage, bicycle parking facilities and dedicated bicycle routes results in an unfriendly bicycling environment.



Matthews Bicycle Plan (2006)

Resident's Assessment of Existing Conditions

- There is a lack of bicycle facilities. □
- The majority of roads that pass through Town and could provide connectivity are thoroughfares with large traffic volumes and many drivers who exceed the posted speed limit. □
- Neighborhoods are connected by roads that are unsafe for bicycling, □
- There are limited locations for children or novice cyclists to safely bicycle within the Town of Matthews. □
- US 74 and I-485 limit cross-town bicycle travel. □
- Families with children usually do not consider bicycling to destinations because there is a real and/or perceived lack of time to cycle to the destination. □
- There is a lack of enforcement of the laws governing the rights of cyclists.

- A barrier to cyclists is downtown Matthews because of the severe congestion on John Street and Trade Street
- Cul-de-sac street pattern of neighborhood development prohibits connectivity

Mentions state funding that is no longer available

Related Plans:

- Town of Matthews Comprehensive Parks, Recreation and Open Space Master Plan
- Our Town - Our Vision (2005)
- CPCC Sector Plan and I-485 Corridor Study (2005)
- Matthews Preliminary Open Space Plan (2004)
- Town of Matthews Connectivity Study (2000)



Matthews Bicycle Plan (2006)

High Priority Projects:

Four-Mile Creek Greenway/Matthews Elementary School Greenway Connector – This greenway provides off-road access parallel to Trade Street from Squirrel Lake Park to Matthews Elementary School.

Elizabeth Lane Off-Road Connector and Neighborhood Signed Connector – This project will include a signed connector on Elizabeth Lane/Mangionne Drive/Barington Place combined with an off-road connector to the bicycle parking on the school property.

Lakenheath/Plantation Estates Off-Road Connector – This off-road connector will provide access from the dead-end Bubbling Well Road to the bike lane on Fullwood Lane.

Primary Bikeways for Rural Road Access – The bikeway along Trade Street, Pleasant Plains Road and Weddington Road, will provide direct routes for cyclists to rural roads beyond Matthews into Union County.

Butler High School Off-Road Connector and Neighborhood Signed Connector – This project includes an off-road connector between the school and the neighborhood and a signed neighborhood connector on Swaim Drive, Bathgate Lane, O'Malley Drive, Heathershire Lane, Strathaven Drive and Fraserburgh Drive.

Bicycle Facility Goals:

- Create a safe system of connecting bikeways between neighborhoods and destinations, such as schools, parks, shopping and downtown.
- Create a safe and effective way for advanced cyclists to access rural roads.
- Provide bikeway connectivity to existing and future CATS facilities.
- Provide bicycle parking and other facilities at destinations within Matthews.
- Develop maintenance standards for bicycle facilities.
- Develop a method to communicate problems with bicycle facilities to the Town.
- Build facilities to ASHTO and NCDOT standards.



Matthews Bicycle Plan (2006)

Planning Goals:

Include bicycle facilities in road improvement projects, for both state and Town owned roads.

Designate a staff position to oversee the implementation of the Comprehensive Bicycle Plan.

Create an awareness and knowledge base within Town staff about the fundamental aspects of the Comprehensive Bicycle Plan and the role each department will play in implementing the plan.

Integrate planning for bicycles into all local and regional planning activities

Maintain an up to date inventory of bicycle facilities on public and private property, and dedicated right-of-way (ROW) for future facilities.

Create a bicycle map when there are a substantial number of bicycle facilities.

Education and Awareness Goals:

Teach children in Matthews the bicycle skills needed to enhance their safety.

Educate cyclists and drivers about the bicycle laws and sharing the road.

Communicate bicycle laws and road etiquette to the culturally diverse communities.

Create awareness of the value of bicycle connectivity.

Communicate to the residents of Matthews how a system of bicycle facilities can positively affect them.

Educate business owners and realtors that bicycle facilities are an asset for their business.

Use partnerships with local institutions to educate the public about the health benefits of bicycling.

Create easy access to information about bicycling in Matthews.



Mills River Bicycle and Pedestrian Plan

Mills River Bicycle and Pedestrian Plan | House Districts: [117](#) and Senate Districts: [48](#)

Project consultant: | MPO: [French Broad River MPO](#) | [Government website](#) | County: Henderson

Mills River [received a 2020 NCDOT planning grant](#) to create a new bicycle and pedestrian plan. The plan is forthcoming.



Mint Hill Ped Plan (2011)

Mint Hill will promote a walkable and healthy community through the development of a comprehensive pedestrian network that is safe and accessible by all users, is environmentally sensitive, well planned and designed, and connects citizens to major destinations within the town.



Mint Hill Ped Plan (2011)

[Mint Hill Pedestrian Plan \(2011\)](#) | House Districts: [112](#) Senate Districts: [40](#) | Project consultants: HNTB | RPO: Rocky River or Charlotte Regional TPO | [Government Website](#) | County: Mecklenburg and Union

Plan Goals:

- Create pedestrian crossings at key intersections.
- Improve connectivity throughout Mint Hill.
- Connect downtown to the surrounding neighborhoods through a network of safe sidewalks.
- Develop greenways and other pedestrian facilities that are environmentally sensitive.
- Improve connectivity to existing schools through the development of safe pedestrian infrastructure. Increase safety of neighborhood streets.
- Create pedestrian facilities that are convenient and easily accessible.
- Foster relationships with the development community to ensure the inclusion of pedestrian facilities within site plans.
- Increase pedestrian connectivity between existing and future subdivisions.
- Ensure that pedestrian facilities are attractive through proper maintenance.
- Develop a pedestrian system that is accessible by all users.

Key Issues/Concerns:

- Speed limits, especially in residential subdivisions and around schools are excessive.
- There is a lack of pedestrian crossing amenities at signalized intersections. Maintenance of sidewalks is a real issue for the Town's Public Works Department
- There are many schools within the Town of Mint Hill and more pedestrian amenities need to be provided to allow children to walk to them.
- Connectivity between future greenways and sidewalks will be important to make the town a more walkable place.
- There are gaps in the current sidewalk system, which discourages residents to walk to their destinations.



Mint Hill Ped Plan (2011)

Public Input: (124 survey respondents)

- 108 (91%) of them said that they walk for exercise.
- 103 (90%) of the respondents said that they would walk to parks or greenways if it were easy to walk to them.

Recommendations:

- Proposed [Pedestrian System](#)
- Proposed [Programs and Policies](#)
 - (pg. 49-55)

Existing Conditions:

- The largest number of sidewalks exists within the downtown overlay district, especially along NC 51. There are some sidewalks on the major thoroughfares, such as Idlewild, Margaret Wallace, Wilson Grove and Fairview Roads. These sidewalks are spotty and do not create long continuous stretches of sidewalks, therefore creating an unsafe walking environment throughout most of the town.
- Only one intersection (NC 51 and Lawyers Rd) contains necessary intersection amenities pedestrian signals, pedestrian lighting, painted crosswalks, access ramps and signage
- Currently, the Town of Mint Hill does not own or operate any greenways within the Town limits.



Mooreville Comprehensive Bicycle Plan (2008)

“Connect important destinations with neighborhood and regional bike routes, bike lanes and other on-road facilities, and various multiple-use paths off of the roadway so that biking becomes a more viable transportation option.”



Mooresville Comprehensive Bicycle Plan (2008)

[Mooresville Comprehensive Bicycle Plan \(2008\)](#) | House Districts: [95](#) and Senate Districts: [37](#)

Project consultant: [Centralina Regional Council](#) | MPO: [Charlotte Regional Transportation Planning Organization](#)

NEW BICYCLE PLAN IN PROGRESS

PROGRESS FROM THIS PLAN DOCUMENTED IN [MOORESVILLE TRANSPORTATION PLAN UPDATE \(2013\)](#)

Plan goals:

1. **Connect important destinations** with neighborhood and regional bike routes, bike lanes and other on-road facilities, and various multiple-use paths off of the roadway so that biking becomes a more viable transportation option.
2. **Support and guide non-motorized conducive land-use decisions and policies** such as mixed-use zoning, connectivity, and infill that encourages convenient bicycling for all skill levels.
3. **Improve safety and accessibility for bicyclists** with a special concern for all different types of riders especially children, low income residents, and the elderly.
4. **Improve environmental conditions and health** by reducing air, water and noise pollution resulting from unnecessary vehicular traffic and by increasing physical activity.
5. **Encourage the addition of amenities in Mooresville that make biking pleasurable and practical** such as landscaping, traffic calming, public restrooms and showers, lockers, bicycle racks, and recreational opportunities.
6. **Create an atmosphere in Mooresville where motorists are familiar with bicyclists, bicyclists are comfortable with motorists, and where many obstacles that bicyclists currently face are corrected.**
7. **Promote awareness** of the wide-ranging benefits of bicycling throughout the community.



Mooresville Comprehensive Bicycle Plan (2008)

Existing conditions:

- “Although Mooresville has a consistent weekend recreational cycling community, **bicycle facilities for practical daily use including bicycle lanes, off-road paths, and bicycle racks are virtually non-existent in the Mooresville area.**”
- “Connectivity and road design around the downtown area allow for some potential bicycle routes, but **most roadways elsewhere in Mooresville are designed solely for motorized vehicles and are unsupportive of safe and practical cycling at all times of the day.** In addition, connectivity barriers such as I-77, Lake Norman, and development patterns do not offer low speed and low volume alternatives to major arterial roadways.”

Public feedback:

“All respondents were asked to choose from a list of **obstacles that most often have discouraged them from biking in Mooresville.**” The top 5 were:

1. Roadways are too narrow or have no shoulders - **83%**
2. Heavy or fast traffic on the roads and in the intersections - **79%**
3. Lack of biking areas separated from traffic like bike lanes or paved trails - **74%**
4. Concern of driver’s care (inattention, cell phone use, sobriety, etc) - **67%**
5. Roadways are poorly maintained or have hazards - **42%**

“Would you support public funding for bicycle facilities such as bike lanes and greenway paths?”

- Yes - **88%**
- Maybe - **8%**
- No - **3%**



Mooresville Comprehensive Bicycle Plan (2008)

Recommendations

Priority projects and their [cut sheets](#)

Rank	Description of Project	Roadway / Location
1	Multi-Use Path with New Shoulders on Roadway	Along Highway 115
2	Bike Lane Striping with Sidewalks	West Wilson Avenue
3	Bike Lane Striping	Plantation Ridge Drive
4	Multi-Use Path	Along Dye Creek
5	Retrofitting of Bike Lanes	Morrison Plantation Parkway
6	Neighborhood Bike Route	Through Southern Neighborhoods
7	Bike Route with New Paved Shoulders	Shearers Road Corridor
8	Bike Boulevard	Academy Street Corridor
9	Bike Boulevard	Church Street Corridor
10	Multi-Use Path Neighborhood Connection to School	Lake Norman Elementary/Middle

Rank	Parking Project	Location
P1	Individual U-Shaped Bicycle Racks	Spread as Needed
P2	Sheltered Rack for Multiple Bicycles	At each Public School
P3	Sheltered Rack for Multiple Bicycles	Downtown - Citizen's Center

Selected recommended policies

- “A policy statement should be made that the preferred method of transportation of children to Mooresville’s schools is non-motorized (walking, bicycling, skating, etc.)” (p.[8-1](#))
- “All new developments and road projects shall include bicycle accommodations in street design and construction related to the project according to Table 5-1.” (p.[8-3](#))
- “The speed limit should be reduced to 20 mph on all residential and mixed-use commercial streets.” (p.[8-11](#))
- “Elementary school Physical Education classes should play a role in bicycle education for young bicyclists in primary school.” (p.[6-1](#))
- Bicycle wayfinding and signage (p.[6-5](#))
- **Potential funding opportunities in [Appendix O](#)**

Related plans and maps

- [Bicycle Map \(2012\)](#) and [Pedestrian Map \(2012\)](#)
- Additional [Mooresville plans](#)



Mooreville Comprehensive Pedestrian Plan (2006)

“Connect important destinations with sidewalks, greenways, and other pedestrian routes so that walking is a viable transportation option.”



Mooreville Comprehensive Pedestrian Plan (2006)

[Mooreville Comprehensive Pedestrian Plan \(2006\)](#) | House Districts: [95](#) and Senate Districts: [37](#)

Project consultant: [Centralina Regional Council](#) | MPO: [Charlotte Regional Transportation Planning Organization](#)

PROGRESS FROM THIS PLAN DOCUMENTED IN [MOOREVILLE TRANSPORTATION PLAN UPDATE \(2013\)](#)

Plan goals:

1. **Connect important destinations** with sidewalks, greenways, and other pedestrian routes so that walking is a viable transportation option.
2. **Support a comprehensive multi-modal transportation management program** that fits into current and future land use plans.
3. **Improve safety and accessibility for pedestrians** with a special concern for the disabled, elderly, children, and low income residents.
4. **Improve environmental conditions and health** by reducing pollution and by increasing physical activity.
5. **Promote livable communities** by creating new opportunities for social interactions and by reducing stress inducers.
6. **Educate the community** on the wide-ranging benefits of pedestrian travel.





Mooreville Comprehensive Pedestrian Plan (2006)

Existing conditions:

- Existing sidewalk map [here](#)
- “Although Mooreville has a fairly well-developed sidewalk network in the downtown area and some surrounding neighborhoods, additional pedestrian system elements such as crosswalks and pedestrian crossing signals are extremely limited.”
- **“Many older residential areas have no pedestrian facilities at all.** Most roadway bridges were designed to accommodate automobile travel only, which creates unique connectivity challenges.”
- “There appears to be **higher levels of walking in neighborhoods where sidewalks are present** (especially newer subdivisions with sidewalks on both sides of the street); however, most of this pedestrian activity is recreational in nature and is confined to the specific neighborhood where sidewalks are present. Opportunities for longer-distance walking (i.e. between neighborhoods or to nearby commercial districts) are limited, because there are few main thoroughfares with sidewalks extending for longer distances. When such pedestrian activity occurs, **walkers are forced to walk in the road or in potentially unsafe areas (e.g. ditches, overgrown areas) adjacent to the roadway.**”
- **“Mooreville has a functioning historical town center** complete with a hardware store, clothing stores, bakery, a bicycle shop, a library, a community center, public park space, schools, and nearby housing.”
- “Other regions of the Town **outside of downtown need to be more densely developed as well, to encourage greater levels of pedestrian travel...** Extensive efforts need to be made to **develop these areas in a sustainable, pedestrian-friendly manner** to help manage growth pressures on the thoroughfares that connect them.”



Mooresville Comprehensive Pedestrian Plan (2006)

Facility recommendations:

- Descriptions of 175+ facility improvements in [Appendix G](#)

Exhibit 9-1: Infrastructure Project Summary Information

Project Type	Distance	Estimated Cost
HIGH PRIORITY PROJECTS		
Standard sidewalk	4.8 miles	\$3,766,500
"Improved" sidewalk	2.2 miles	\$2,350,000
Pedestrian paths away from traffic	11.0 miles	\$7,753,560
Signed pedestrian routes / connections	1.2 miles	to be determined ⁽¹⁾
Striped bicycle lane	1.8 miles	\$28,890
New or improved crosswalks (in addition to those planned as part of projects shown in other categories)	n/a	\$92,000
Subtotal High Priority Projects	21.0 miles	\$13,990,950
NON-HIGH PRIORITY PROJECTS		
Standard sidewalk	7.3 miles	\$5,764,500
"Improved" sidewalk	1.3 miles	\$1,346,000
Pedestrian paths away from traffic	13.7 miles	\$10,054,040
Signed pedestrian routes / connections	2.9 miles	to be determined ⁽¹⁾
Striped bicycle lane ⁽²⁾	n/a	n/a
New or improved crosswalks (in addition to those planned as part of projects shown in other categories)	n/a	\$293,000
Subtotal Non-High Priority Projects	25.2 miles	\$17,457,540
TOTAL (ALL PROJECTS)	46.2 miles	\$31,448,490

⁽¹⁾ Project costs are not shown because more detailed study is needed to determine the ultimate design of the facility; the design would determine costs.

⁽²⁾ Additional bicycle lane projects will be considered as part of Mooresville's future Bicycle Plan.

Selected program recommendations:

- "A Spot Improvement Program to repair, maintain, and enhance sidewalks, crosswalks, and other pedestrian facilities should be implemented as soon as possible."
- "The traffic calming techniques discussed in Section 6 should be considered in conjunction with proposed roadway projects in Mooresville."
- "The Town should strongly consider reductions in speed limits on residential roads in the nearterm, because the safety benefits of reduced speeds are significant."
- "Programs to clean litter, such as Adopt-a-Sidewalk, should be implemented immediately to maintain the attractiveness of Mooresville's sidewalks."
- **Potential funding sources in [Appendix H](#)**



Morehead City Bicycle Plan

Plan Vision:

- *A safe and convenient system that connects with the adjacent communities of Atlantic Beach and Beaufort*
- *An increase in bicycle awareness through strong public outreach programs, bicycle advocacy groups, and educational programs*
 - *Local ordinances and design standards, so that future development is bike-friendly*



Morehead City Bicycle Plan (2007?)

[Morehead City Bicycle Plan](#) | House Districts: [13](#) Senate Districts: [1](#) | Project consultants: Kimley Horn | RPO: Down East
| [Government Website](#) | County: Carteret

Short Range Goals:

- Increase the number of people who regularly bicycle
- Identify and implement a cost-effective pilot project to spur interest in bicycling
- Organize periodic events that encourage new riders and promote safety (e.g., rideabout or bicycle rodeo)
- Pursue funds to construct high priority facilities

Long-Range Goals:

- Increase public awareness of bicycling as a viable mode of travel
- Promote rights and responsibilities of bicyclists, pedestrians, and motorists in a shared transportation network while improving safety and enforcement
- Provide solutions for safe crossing opportunities of major natural and manufactured barriers, in particular US 70 and the bridges in this area

- Modify public policy to include provisions for bicycles through design standards, education initiatives, and enforcement and encouragement programs
- Create additional physical activity opportunities in Morehead City, increasing physical and mental wellness and improving air quality
- Provide improved opportunity and access for bicycling to all residents and visitors
- Encourage the design, finance, and construction of transportation facilities that provide safe, secure, and efficient linkages for bicyclists throughout the Town
- Provide safe and efficient bicycle connectivity between neighborhoods, businesses, and recreation areas
- Encourage safe riding practices on roads and paths
- Promote the development of seamless transitions for all bicycle facilities crossing over the town limits



Morehead City Bicycle Plan

Community Feedback: (78 public survey respondents and 55% identified themselves as an advanced rider)

- 42% of all survey respondents rated the bicycling conditions in Morehead City as poor. An additional 55% of respondents rated conditions as fair

Recommendations:

- New Construction: When collector and arterial roadways are resurfaced or reconstructed, Morehead City should evaluate the roadway cross-section to identify opportunities for bicycle facilities. This evaluation should consider how much motor vehicle travel lane width can be re-allocated and used for bike lanes, wide outside lanes, or shoulder space given the lane configuration, traffic volumes, and traffic composition of the roadway.
 - Two types of modifications should be considered to provide additional pavement width for bicycling: striping narrower lanes and/or removing travel lanes on roads with excess capacity.

Existing Conditions:

- Morehead City currently has one designated bicycle route. This route is a 10-foot wide multiuse path that runs on the north side of Bridges Street.
 - Connectivity is provided by this facility, linking schools, shopping, parks, and health services. However, the path itself is not part of an interconnected bicycle network and terminates abruptly at either end
 - Extension of this multiuse path would be difficult as a result of the encroaching commercial and residential development to the east of the existing corridor.
- Morehead City has a limited number of bicycle programs that promote awareness and encourage safety in the community. Currently, the community has no proactive enforcement of bicycle regulations.
- In January 2006, two separate bicycle fatalities occurred in Morehead City. One of these fatalities occurred as a bicyclist attempted to cross NC 24 by the Brandywine neighborhood, and the other occurred on a side road near Country Club Road.
- Barriers that need improvement listed [here](#) (pg. 18-27)



Morehead City Bicycle Plan

Recommendations Continued:

- Changes to Morehead City Street and Sidewalk standards: update the municipal code to ensure that bicycle facilities are included in future development
 - Ex: require sidewalks to be on both side of the thoroughfare, collector, local, and other through traffic streets.
 - Bicycle parking
 - Require bicycle lanes, wide curb lanes, or wide shoulders to be provided on all roadways classified as thoroughfares
- Full list of [recommendations](#):
 - Some of the proposed bicycle loops include boardwalk, countryclub, mansfield park, and promised land loop
 - Connectors
- [Education, Enforcement, and Encouragement Programs](#)

Funding:

- “Many of the roadways where bicycle facilities are needed in Morehead City are owned and maintained by NCDOT. Therefore, the Town should take advantage of strong state support for funding bicycle projects and programs.”
- Mentions state funding that is no longer available



Morehead City Ped Plan

“Morehead City is a community where everyone should be able to walk safely and in beauty from their homes to workplaces, shopping, parks, schools, and back again, enhancing and celebrating the businesses, environments, and history of our Town.”



Morehead City Ped Plan

[Morehead City Pedestrian Plan](#) | House Districts: [13](#) Senate Districts: [1](#) | Project consultants: Louis Berger Group and Henderson Consulting | RPO: Down East | [Government Website](#) | County: Carteret

Plan Goals:

- **Connectivity.** Connecting our homes, shops, parks, and schools to each other is critical to the success of any pedestrian-oriented community.
- **Safety on Every Facility.** Bridges, highways, and other places need to have safe, accessible pedestrian facilities.
- **Supporting Many Functions.** The pedestrian system needs to enhance economic opportunities; other modes of transportation including motor vehicle travel, public transportation and cycling; and celebrate the unique characteristics and history of Morehead City

Community Concerns:

- In order to make these places more comfortable to walk, sixty-two percent (62%) of respondents cited the need for more sidewalks, and another 22% the need for more greenways (hard surface paths not adjacent to roadways).





Morehead City Ped Plan

Existing Conditions:

- Most of the sidewalks, boardwalks, and greenways in Morehead City are in fair to good condition with few exceptions. The sidewalk (and street) pattern downtown is very strong and contiguous; some sidewalks in particularly favorable tourist areas exceed the five-foot standard sidewalk width.
- Discontinuous sidewalks along US 70 and NC 24 extending northward to Country Club Road are clear omissions.

Design Standards and Guidelines:

- legal rights of pedestrians
- pedestrian facilities and their design
- sidewalks
- crossings: signalized or unsignalized
- greenways
- ADA requirements
- downtown area standards
- school standards
- sidewalk construction policy and maintenance
- parking lots
- signage
- porous paving and stormwater management

Facility Type	Miles
Sidewalk	33
Town Streets	67
<i>Town Ratio</i>	<i>1:2</i>
Downtown Sidewalk	22
Downtown Streets	28
<i>Downtown Ratio</i>	<i>1:1.3</i>

Related Plans:

2007 Morehead City Land Use Plan
2007 Comprehensive Bicycle Plan
Urban Design Plan, Vision 2001

Recommendations

- [Policy and program](#)
- Intersection and [priority project list](#)



Mount Airy Pedestrian Plan (2013)

"Our vision is a community where walking is a reasonable choice for short trips; a place where our citizens encounter a safe and inviting pedestrian network that connects to places of interest; a place where walking contributes to a healthy lifestyle; and a place where families can thrive and visitors can enjoy all that Mount Airy has to offer."



Mount Airy Pedestrian Plan (2013)

[Mount Airy Pedestrian Plan \(2013\)](#) | House Districts: [90](#) Senate Districts: [36](#) | Project Consultant: [Kimley -Horn and Associates](#) | City Government | County: Surry

Pedestrian Master Plan Goals

- Encourage and develop a walkable and pedestrian friendly Mount Airy
- Access existing facilities, policies, and guidelines for pedestrian facilities
- Develop a pedestrian system that is accessible by all users
- Develop greenway and other pedestrian facilities that are environmentally sensitive
- Improve connectivity throughout the community through the development of and integrated pedestrian facilities
- Identification of barriers, both physical and guidelines, that limit walkability

Question 3: How important to you is the goal of creating a walkable community?

Answer Options	Response Percent	Response Count
Very important	60.8%	317
Somewhat important	31.7%	165
Not important	4.2%	22
Don't know	3.3%	17
answered question		521

Question 4: How pedestrian friendly is Mount Airy today?

Answer Options	Response Percent	Response Count
Very pedestrian friendly	23.2%	121
Somewhat pedestrian friendly	63.1%	329
Somewhat unfriendly to pedestrians	10.6%	56
Very unfriendly to pedestrians	3.1%	16
answered question		521

Question 7: What are the biggest factors that discourage walking in Mount Airy?

What are the biggest factors that discourage walking in Mount Airy? (check all that apply)

Answer Options	Response Percent	Response Count
Lack of sidewalks or trails	43.6%	227
Poorly maintained sidewalks	19.8%	103
Traffic	35.3%	184
Unsafe road crossings	30.3%	158
Lack of nearby destinations	16.3%	85
Aggressive motorists behavior	23.2%	121
Physical barriers	5.0%	26
Lack of time	25.7%	134
Lack of interest	5.6%	29
Other (please specify)	9.88%	51
answered question		521



Mount Holly Comprehensive Bicycle Plan (2019)

“Mount Holly’s bicycle network will provide safe, convenient, and comfortable travel options for riders of all ages, abilities, and backgrounds, whether traveling for transportation or recreation.”



Mount Holly Comprehensive Bicycle Plan (2019)

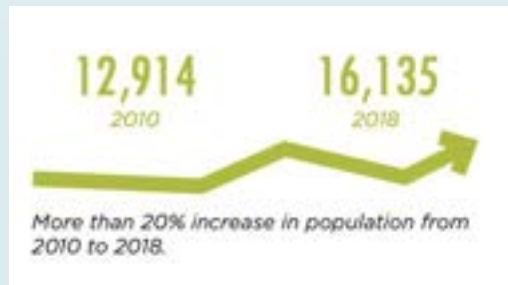
[Mount Holly Comprehensive Bicycle Plan \(2019\)](#) / Planning consultant: [Kimley Horn](#) / House Districts: [108](#) and Senate Districts: [43](#)
/ MPO: Gaston Cleveland Lincoln / [Government Website](#) / County: Gaston

The city commits to improving bicycling with a focus on connecting:

- Community and nature
- People to each other
- People to opportunity
- People to local places
- Mount Holly to the region

Existing Conditions

- US-273 (going north and south) and US-27 (going east and west) are the heaviest traveled roads within the City limits and see anywhere between 10,000 and 35,000 cars on a daily basis.
- The current bike infrastructure generally does not connect most residents easily and safely to these places
- Mount Holly's floodplains present a challenge as well as an opportunity to find creative and unique solutions for additional bike infrastructure.
- Existing dedicated bicycle facilities in the area are limited strictly to greenway sections of the Carolina Thread Trail. Future plans call for improving the regional connectivity of these facilities. The existing sidewalk network is limited to areas of Downtown and small neighborhood networks. Planned greenway additions were identified in the Carolina Thread Trail Master Plans.





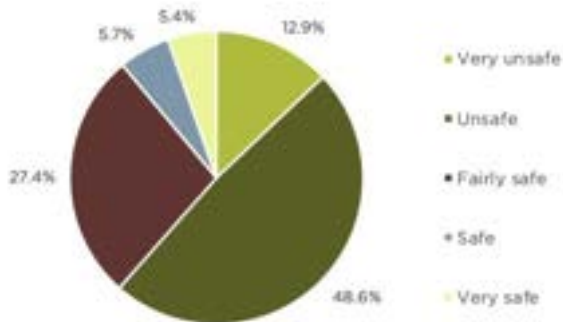
Mount Holly Comprehensive Bicycle Plan (2019)

Community Feedback:

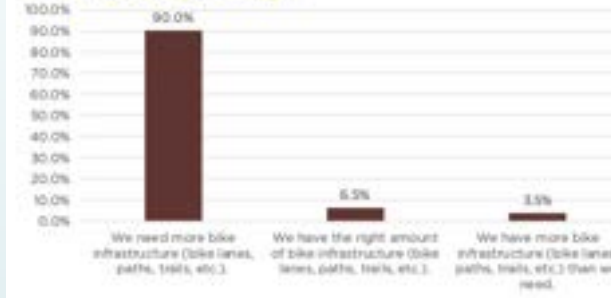
319 online responses collected from the Bike Mount Holly Survey (Sept.-Nov. 2018)

- Strong places and key destinations for biking identified in the exercise were Downtown Mount Holly, Tuckasee Park, Riverfront Park, Belmont Abbey College, and greenways.

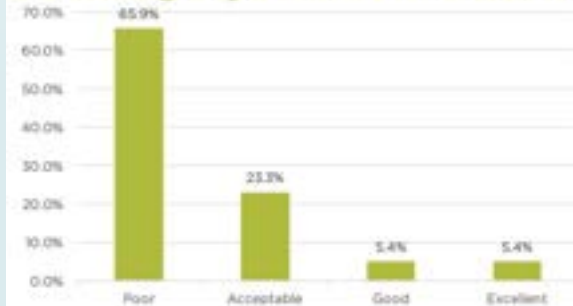
In general, biking in Mount Holly is:



When considering biking in Mount Holly, what would you say?



How would you rate the overall quality of the existing bicycle network in Mount Holly?



- Highest priority for new bicycle facilities (participants selected 3 answers): 1) **connecting homes to parks and other recreation areas** (63.9%) 2) **connecting homes to downtown Mount Holly** (59.9%) 3) **focusing on designated bicycle routes** (41.4%)
- Building more bicycle facilities (bike lanes, paths, trails, etc.) is the most likely to encourage more biking (85%)



Mount Holly Comprehensive Bicycle Plan (2019)

From the 2016 Mount Holly Pavement Condition Study:

- Approximately 59.9% of the rated streets in Mount Holly are in need of some type of maintenance. The overall estimated cost for repairing these streets is \$3,255,767 or \$48,292 per mile system wide.
- Approximately 82.4% of the surveyed street system exhibits some level of block cracking.

Plan Recommendations:

- Facility types: bicycle lanes, multi-use paths, shared lane markings, wide paved shoulders, bicycle parking
- Development of bicycle routes that all use the Downtown as a point of origin. This reinforces the importance of the urban core of the City and provides a centralized starting point for all of the routes: North, West, and South Loop, North, West, and South Out and Back



Mount Holly Ped Plan (2013)

[Mount Holly Pedestrian Plan \(2013\)](#) / Planning consultant: [Kimley Horn](#) / House Districts: [108](#) and Senate Districts: [43](#) MPO: Gaston Cleveland Lincoln / [Government Website](#) / County: Gaston

Plan Vision:

1. Promote walking as a **healthy alternative**.
2. Create an **interconnected system of parks, open space, and trails** to ensure that safe and **accessible recreational facilities are available to all**.
3. Be a vibrant, friendly, and walkable city for people of all ages.
4. Provide safe and attractive **pedestrian connections for residents and visitors to access local and regional destinations**, including retail areas, schools, and parks; to explore downtown, and walk to city events. An expanded network of interconnected streets and sidewalks will provide safe and efficient transportation for pedestrians, bicyclists, and vehicles as the community grows.
5. **Plan for future growth** by requiring new development to construct pedestrian friendly amenities that add value to the entire community, including sidewalks, street trees, pedestrian scale lighting, and greenways. New development should be required to construct sidewalks, while protecting its environmental resources and maintaining quality public services at an affordable cost. Neighborhoods should be walkable and interconnected.

Goals:

- **Provide walking paths** that connect schools, shopping areas, and key destinations with surrounding neighborhoods.
- **Fill in gaps in existing sidewalk network** by targeting sidewalk and intersection improvements to the following priority corridors including: Highway 273, Noles Drive, Beatty Road and Beatty Drive, Highway 273 and A&E Drive • Craig Street, Catawba Avenue
- **Improve safety of highway 27 and its crossings** between North River Street and Highland Street through the implementation of a road diet, sidewalk, cycle track, and an improved crossing at Highland Street.
- **Enhance pedestrian safety at key intersections and crossings** such as those at Stowe YMCA and Food Lion.
- **Increase sidewalks in neighborhoods**
- **Provide street trees, lighting and benches** to improve comfort and safety of the pedestrian facilities.



Mount Holly Ped Plan (2013)

Provide education, encouragement, and enforcement programs:

- “Based on observed patterns of behavior, local police can use targeted enforcement to focus on key issues such as motorists speeding, not yielding to pedestrians in crosswalks, parking on sidewalks, etc. The goal is for pedestrians and motorists to recognize and respect each other’s rights on the roadway”
- Mentions the importance of [offering training](#) on biking and pedestrian laws to enforcement officers

Key Takeaways

Mount Holly will: Promote walking as a healthy alternative, create an interconnected system of parks, open space, and trails, be a vibrant, friendly, and walkable city, provide safe and attractive pedestrian connections, plan for future growth, be a walkable and safe community, educate city residents on the benefits of being a walkable community, and create gateways into the community.

Funding below no longer available due to funding limitation:

Pedestrian Policies:

- Adopt a “Complete Streets” approach and philosophy that all streets and development on streets be designed and operated to enable safe access for all users, ages, and abilities.
- Pedestrian network and connectivity
- Safety
- Aesthetics Comfort and Enjoyment
- Land Use and Development
- Greenways

DOCUMENT	TYPE	KEY CONTRIBUTIONS TO THE MOUNT HOLLY PEDESTRIAN ENVIRONMENT
Mount Holly Application for Bicycle and Pedestrian Grant Funds with NCDOT (2012)	Local	<ul style="list-style-type: none"> • Main source of funding for the production of this Master Plan • Provides background information about Mount Holly's existing pedestrian conditions, and programmatic efforts.



Mount Olive Bicycle And Pedestrian Plan (2019)

“The Town of Mount Olive Bicycle and Pedestrian Master Plan (“the Plan”) provides guidance for the Town, North Carolina Department of Transportation (NCDOT), and other local and regional stakeholders in developing improvements to its bicycle and pedestrian infrastructure, programs and policies. The Plan serves as a decision-making tool to assist leaders in prioritizing, funding, and implementing projects. The Town should evaluate and update this Plan over time.”



Mount Olive Bicycle And Pedestrian Plan (2019)

[Mount Olive Bicycle and Pedestrian Plan \(2019\)](#) | House Districts: [4](#) Senate Districts: [4](#), [9](#) | Project consultants: VHB I

RPO: Eastern Carolina I [Government Website](#) I County: Duplin and Wayne

Plan Goals:

1. Plan for an interconnected, safe, pedestrian network
2. Engage the public to identify possible barriers to non automotive travel
3. Support “downtown as a destination” for bicycling and walking
4. Contribute to the sense of community and “hometown” feel of Mount Olive
5. Prioritize facility recommendations and identify potential funding sources.

In addition to engineering, this plan includes recommendations for the other four of the five E’s: **Encouragement, education, enforcement, and evaluation:**

- Use encouragement programs to strengthen culture for walking and bicycling within the community.
- Take advantage of existing educational materials from state or federal programs and tailor these to promote safety, traffic rules, and responsibilities for all roadway users.
- Use enforcement programs to inform all roadway users about State or Town traffic laws and incentivizing or rewarding appropriate behavior.
- Establish evaluation efforts to measure or track the performance of strategies over time, including setting goals, collecting baseline data, establishing timelines, and collecting follow up data.
- Project recommendation table linked [here](#)



Mount Olive Bicycle And Pedestrian Plan (2019)

Existing Conditions:

- Opportunities in Mount Olive include the town's dense and walkable street network, existing sidewalk network, and the involved, passionate community members.
- Some of the challenges to improving the pedestrian network include automobile-oriented commercial development along US Highway 117 and NC Highway 55, high posted speed limits, limited sidewalk coverage beyond the downtown, limited marked crosswalks, narrow roadway rights-of-way, and high numbers of pedestrian or bicycle crashes since 2007.
- Mount Olive's existing sidewalk network includes the majority of downtown as well as surrounding neighborhood streets, allowing residents to safely access the commercial areas in downtown. While the network is in place, there is a great need for both maintenance and expansion of the network to connect more destinations.

Challenges:

- Automobile-oriented development along US Hwy 117 and NC Hwy 55 h A sporadic sidewalk system
- Main thoroughfares between major destinations: example being US Hwy 117 between University of Mount Olive and Walmart.
- Significant truck traffic from Mount Olive Pickle Company, Butterball, and Georgia Pacific logging.
- Land use availability, required easements, encroachments, safety concerns, manpower, and funding are major obstacles.

Public Survey Results (205 responses collected over 9 months)

- Respondents to the public survey highlighted slightly negative view of the current bicycle and pedestrian infrastructure in Mount Olive. Half of respondents found the pedestrian infrastructure to be "Very Poor" or "Poor." While most respondents did not answer the companion question on bicycle infrastructure, respondents rated the Town's existing bicycling infrastructure as "Fair" at 21% and "Poor" to "Very Poor" at 19%

Related Plans and Initiatives: Mount Olive Comprehensive Transportation Plan (2014), 2040 Goldsboro Metropolitan Transportation Plan Update (2014), NCDOT State Transportation Improvement Program (STIP) (2018)



Mount Olive Bicycle And Pedestrian Plan (2019)

Noted barriers to walking and biking:

ANSWER CHOICES	RESPONSES	
Lack of connected sidewalks	57%	117
Poor maintenance of sidewalks (cracked, separated, or overgrown)	38%	77
Poor lighting along sidewalks	31%	64
Lack of crosswalks	31%	63
Concern for personal safety/security	24%	49
Lack of pedestrian signals at roadway crossings	18%	37
Unsafe vehicular traffic/speed	16%	32
Live too far from my favorite destinations	9%	19
Other (please specify)	8%	16
None; I walk often	7%	14
Unsafe pedestrian crosswalk locations	6%	12
Limited parking at convenient, centralized location (park and walk to multiple destinations)	2%	4
Disability/health impairment (too few accommodations)	1%	2
Total Respondents: 205		

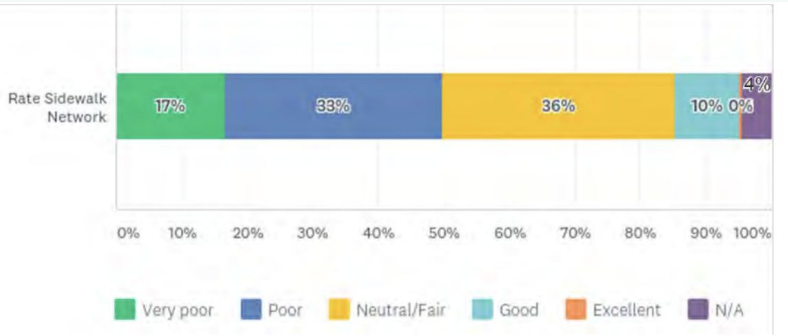


Figure 9. Public Rating of the Existing Pedestrian Network

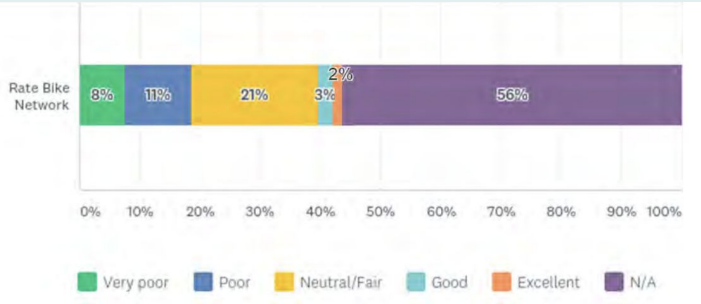


Figure 10. Public Rating of the Existing Bicycle Network



Mount Olive Bicycle And Pedestrian Plan (2019)

Recommendations:

- [Facilities](#) and priority projects
- [Program](#) recommendations
- [Policy](#)

[Funding sources](#)



Mount Pleasant Project Acceleration Plan (2020)

This plan is intended to focus funding for priority pedestrian projects that will connect and enhance the Town sooner rather than later. With the adoption of this plan, the Town of Mount Pleasant is committing to make the funding and construction of sidewalks and trails a priority during the budget planning each fiscal year and to implement the identified projects to the best of its ability.



Mount Pleasant Project Acceleration Plan (2020)

[Mount Pleasant Project Acceleration Plan \(2020\)](#) / Planning consultant: [Kittelson & Associates](#) / House Districts: [83](#) and Senate Districts: [34](#) / RPO: ? Government Website / County

Summary of previous Comprehensive Plan (2017):

- Healthy living, parks, recreation, and walkability among top priorities.
- Repairing existing sidewalks, building new sidewalk segments, expanding the Carolina Thread Trail, connecting people to recreational amenities, and providing safe areas to walk were key themes.

Bike/Ped Relevant facets of Plan Vision:

- Providing a safe and well-maintained pedestrian network
- Upgrading outdated infrastructure and providing for its long-term maintenance
- Encouraging tourism to help support and diversify the economic base

Comprehensive Plan Goals

Improve landscaping, signage, and building design standards for new and expanding development to enhance and be compatible with surrounding development.

Provide attractive landscaped signage at the Town's gateways and wayfinding signage for the Town's attractions.

Promote infill residential development to more fully utilize existing infrastructure, with a strong focus on areas within walking distance of the Downtown Core to help support downtown businesses.

Improve downtown parking availability and quality by constructing a municipal parking lot and working with downtown property owners to make improvements to existing parking.

Facilitate streetscape improvements including burying or relocating power lines along Main Street and Franklin Street, updating sidewalks, improving on-street parking, and adding planters, pedestrian scale lighting, and benches.

Fully utilize the Town Hall property and available adjacent properties to include Town government, expanded Fire Station, Cabarrus County Senior Center, Community Center, baseball field, batting cages, updated playground, picnic shelter, farmers market, event space, greenway trailhead, ample parking, and space for future recreation expansion.

Work with Cabarrus County to provide additional recreational amenities in the vicinity of Mount Pleasant, including a future County district park as recommended in the Cabarrus County Active Living & Parks Department Comprehensive Master Plan.

Work with the Carolina Thread Trail to expand the trail from the Buffalo Creek Preserve and complete segments identified in the trail master plan. Additionally, facilitate the construction of a greenway spur from Mount Pleasant Community Park to the Carolina Thread Trail along Dutch Buffalo Creek and the former prison site on Dutch Road.



Mount Pleasant Project Acceleration Plan (2020)

Existing Conditions:

- At present, the downtown core is the only area of the town with a sidewalk network.
- Bicycle facilities are not present on any streets in Mount Pleasant. There is one, unpaved recreational facility, a greenway that is a part of the proposed Carolina Thread Trail, exists in the Buffalo Creek Preserve in the southern part of the Town.
- In need of roadway improvements for safe pedestrian travel
- , the Town identified proposed locations for new pedestrian infrastructure. Most of the proposed improvements are 5-foot sidewalks on one side of the roadway, but some corridors include sidewalks on both sides of the road or multi-use side paths

[Link to table of Potential Opportunities or Challenges](#)

[Link to Priority Projects, Observations, and Recommendations](#)

Top Five Priorities Identified by Stakeholders:

1. Safety
2. Connectivity to existing facilities
3. Economic opportunity
4. Community connections
5. Cost/funding potential



Nags Head Pedestrian Plan (2014)

This plan will improve walking conditions in Nags Head by increasing pedestrian safety, improving pedestrian access to community destinations, and creating opportunities for active and healthy lifestyles.



Nags Head Pedestrian Plan (2014)

[Nags Head Pedestrian Plan](#) | House Districts: [79](#) Senate Districts: [1](#) | Project consultants: ALTA Planning + Design | RPO: Albermarle | [Government Website](#) | County: Dare

[Intersection Improvement Recommendations](#)

[Project cut sheets](#)

Recommended Pedestrian Network:

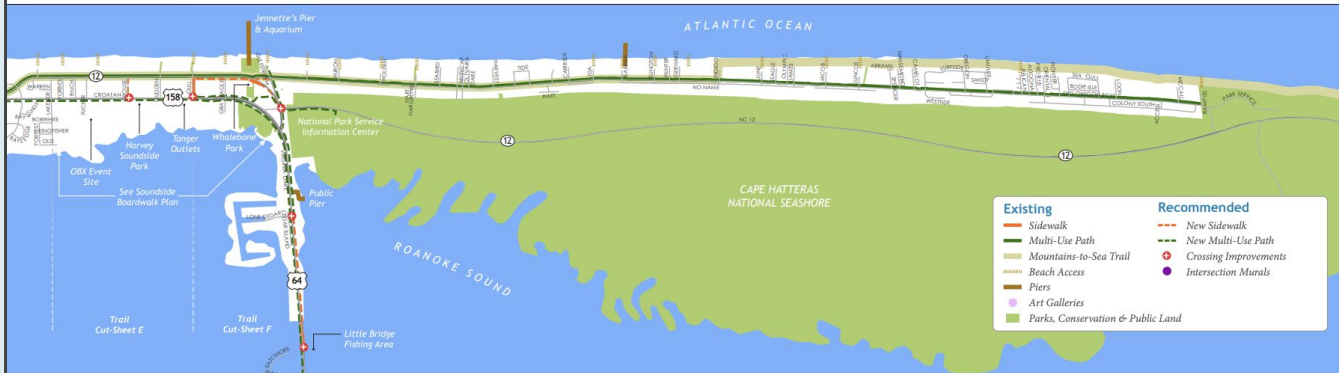
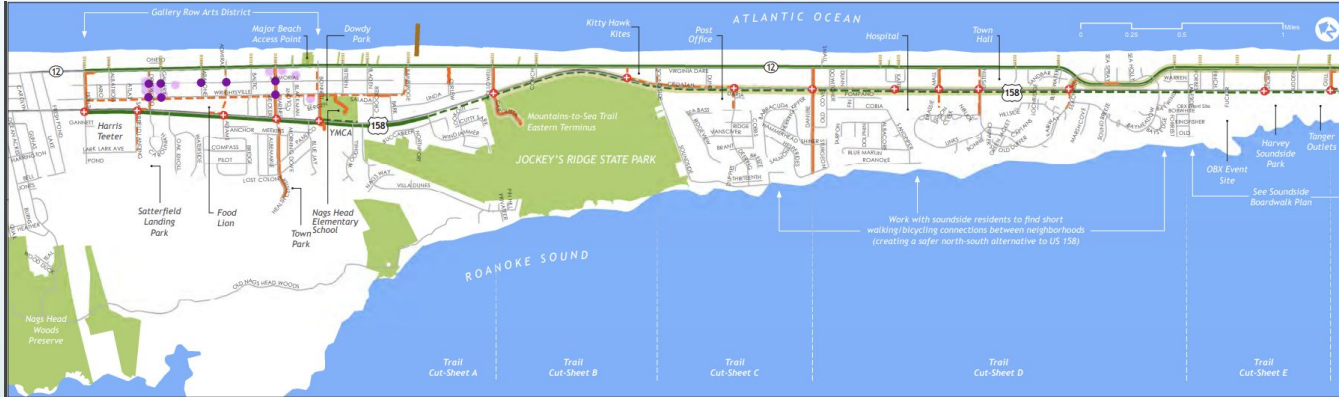
- Sidewalks
- Multi-use trails
- Pedestrian-friendly crossings
- Intersection murals

Program Recommendations:

- Media campaign to educate motorists, bicyclists and pedestrians
- Wayfinding signage program



Nags Head Pedestrian Plan (2014)



Pedestrian Facility Recommendations



Nags Head Pedestrian Plan (2014)

Existing Conditions:

- From 2007-2011, there were 13 crashes involving a pedestrian. Seven involved a pedestrian crossing the street, three involved a pedestrian walking along a roadway, and three involved a pedestrian in a parking lot or driveway.
- According to Nags Head's Parks and Recreation Plan, US Highway 158 has one of the highest rates of bicycle and pedestrian fatalities in the State.

Constraints:

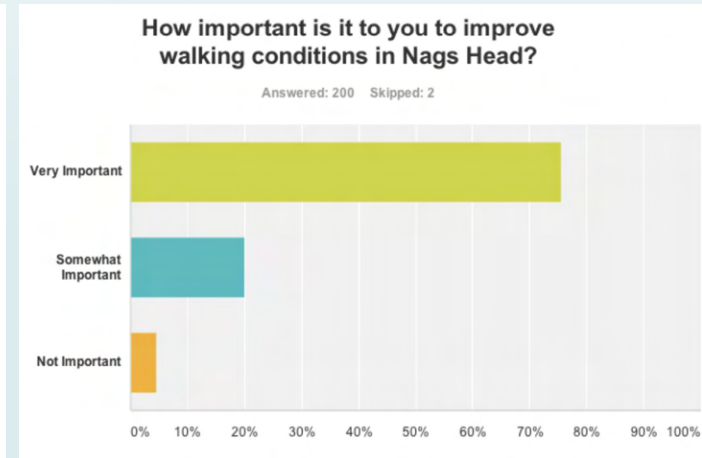
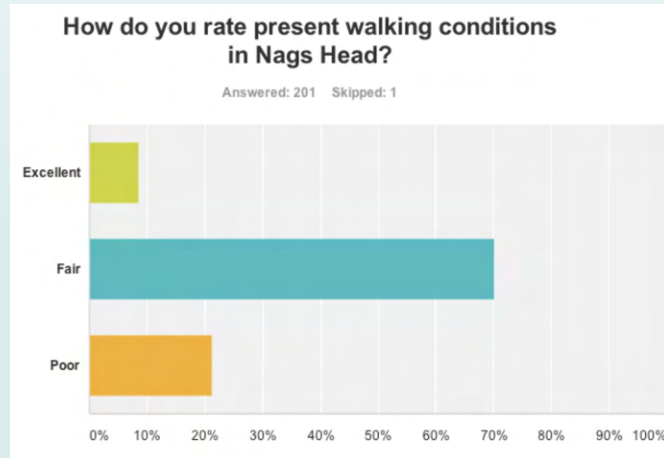
- **Limited connectivity:** The multi-use trail on the east side of US 158 does not provide safe crossings at key intersections to allow pedestrians to access the beach from the west side neighborhoods.
- **Lack of pedestrian facilities and safe crossings**
- **Physical barriers:** The ocean to the east and the sound to the west limit north-south travel to a couple of major thoroughfares. US 158 is five lanes wide throughout much of town and is itself a barrier for pedestrians traveling east and west
- **High traffic volumes**
- **Mix of traffic types:** Pedestrians, bicyclists, and automobiles all occupy the roads in large numbers during the summer months. The limited sidewalk network, particularly on east-west local roads, forces pedestrians to walk in the street in many places. A lack of designated walking space, crossings, and signage for pedestrians contributes to unsafe and unpredictable traffic behavior and confusion between all road users.
- **Lack of signage**



Nags Head Pedestrian Plan (2014)

Community Feedback:

- What should be the most important outcomes of this plan?
 - 1) Safer conditions for walking 2) More choices for transportations between neighborhoods and local destinations 3) Increased overall quality of life/livability
- What do you think are the factors that most discourage walking in Nags Head?
 - 1) Lack of connectivity 2) Heavy/fast motor vehicle traffic 3) Unsafe street crossings 4) Aggressive motorist behavior





Nashville Bicycle and Pedestrian Plan

Nashville Bicycle and Pedestrian Plan | House Districts: [25](#) and Senate Districts: [11](#)

Project consultant: | RPO: [Upper Coastal Plain RPO](#) | [Government website](#) | County: Nash

- Nashville [received a 2021 NCDOT planning grant](#) to create a new bicycle and pedestrian plan. The plan is ongoing.



Navassa Bicycle and Pedestrian Plan

Navassa Bicycle and Pedestrian Plan | House Districts: [17](#) and Senate Districts: [8](#)
Project consultant: | RPO: [Cape Fear RPO](#) | [Government website](#) | County: Brunswick

Nashville [received a 2020 NCDOT planning grant](#) to create a new bicycle and pedestrian plan. The plan is ongoing.



New Bern Bicycle Plan (2010)

It is the goal of this plan to chart the future of bicycling in New Bern boldly through specific projects and programs, while committing resources wisely.



New Bern Bicycle Plan (2010)

[New Bern Bicycle Plan \(2010\)](#) | House Districts: [3](#) Senate Districts: [2](#) | Project consultants: Toole Design Group | MPO: New Bern | [Government Website](#) | County: Craven

Plan Vision:

- A safe and convenient system that connects with the three adjacent communities of Trent Woods, James City, and Bridgeton
- Local ordinances and design standards, so that future development is bike friendly
- An **increase in bicycle awareness** through strong public outreach programs, bicycle advocacy groups, and **educational programs**
- The involvement of partners (such as the NCDOT Division of Bicycle and Pedestrian Transportation, the NCDOT Transportation Planning Branch, and the New Bern City Police Department's Bicycle Unit) in education and safety programs like helmet laws, bike laws, and Safe Routes to School programs

Short and Long-Term Goals:

- Organize periodic events that encourage new riders and promote safety
- Pursue funds to construct high priority facilities
- Encourage the design, finance, and construction of transportation facilities that provide safe, secure, and efficient linkages for bicyclists throughout the City
- Stimulate the local economy by providing safe and efficient bicycle connectivity between neighborhoods, businesses, recreation areas, and tourist sites
- Promote the rights and responsibilities of bicyclists, pedestrians, and motorists in a shared transportation network while improving safety and enforcement
- Include route signage and develop bicycle and pedestrian friendly infrastructure



New Bern Bicycle Plan (2010)

Existing Conditions:

- There are limited existing bicycle facilities in New Bern. 1.5 miles of signed bike routes exist in New Bern today. These routes connect to form a downtown spine network, but do not feature any additional on-road facilities for bicycles and do not connect to neighboring municipalities or other sections of New Bern.
- Many residents in Downtown New Bern, in the James City area, and between US 70 and Neuse Boulevard may be without easy access to a car. This portion of the population must turn to other modes of travel to complete errands and commute to work or school.

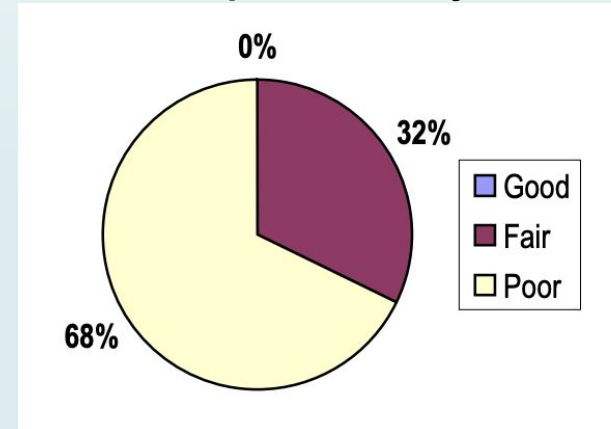
Public Input/Existing Conditions:

- Lack of bike lanes, trails, and paths
- Lack of education and awareness on part of both driver and cyclist
- Lack of paved, clean shoulders and safe roadways
- Failure to incorporate biking needs into public/private development standards
- Presence of potholes, road obstructions, broken pavement, and debris

[Plan identifies 16 barrier locations and recommendations to improve opportunities/encourage active mobility](#)

[The creation of nine bike loops recommended](#)

Bicycling Conditions in New Bern Response Survey





New Bern Bicycle Plan (2010)

Funding: Mentions state funding that is no longer available due to 2013 funding limitation

- Many of the roadways where bicycle facilities are needed in New Bern are owned and maintained by NCDOT. Therefore, the City of New Bern should take advantage of strong state support for funding bicycle projects and programs...
- Submit one or two of the plan's Top Priority projects to NCDOT during the first year after the plan is adopted so that they can be considered for the Division of Bicycle and Pedestrian Transportation Program section of the State Transportation Improvement Program (STIP). The total cost of construction should not exceed \$500,000. Continue to submit one or two additional projects for consideration each year in the future. Projects that do not require the City to purchase additional right-of-way are the best candidates for this funding source. The Bicycle/Pedestrian TIP can include incidental and independent projects. Currently, \$6 million is available per year for the entire state through this funding source, and it does not require local matching funds.
- **Apply for Transportation Enhancements program funding for an important bicycle project. Bicycle facilities are one of several types of projects that are eligible to be funded by this program. This funding source requires a 20% local match.**



New Bern Ped Plan (2009)

“New Bern is a walkable city with a well-connected pedestrian network that provides safe, convenient, attractive and viable walking routes for all of its residents and visitors to access key local destinations.”



New Bern Ped Plan (2009)

[New Bern Pedestrian Plan \(2009\)](#) | House Districts: [3](#) Senate Districts: [2](#) | Project consultants: Louis Berger Group Inc. |

MPO: New Bern | [Government Website](#) | County: Craven

Plan Goals:

- Create an inviting place to walk.
 - Create a policy-shift locally to a less autocentric mentality, whereby multi-modalism is promoted and valued as much as or more than vehicular mobility.
 - Enhance connectivity of pedestrian facilities.
 - Develop pedestrian design guidelines for private development.
 - Create greenway connections for pedestrians.
 - Identify unsafe pedestrian areas and consider safety improvements at these locations and throughout New Bern.
 - Create a pleasant walking environment in New Bern.
 - Consider environmental impacts of all transportation choices and projects. Enhance safety for pedestrians at railroad crossings.
- Promote walking as a viable and cost-effective transportation mode.
 - Create better recreational walking opportunities, in addition to transportation options.
 - Create better connections to community parks and recreation facilities, historic sites and other key local destinations.
 - Increase educational efforts and promote walking through route maps, local history tours, and other means.
1. Connectivity
 2. Viability
 3. Access
 4. Encouragement
 5. Progress



New Bern Ped Plan (2009)

Existing Conditions:

- New Bern has a significant number of elderly residents, as well as residents living below the poverty threshold, who need to walk for transportation
- While downtown New Bern offers many inviting places to walk, other outskirt areas of town are not as pedestrian-friendly, in many cases
- Many roadways lack sidewalk facilities, even when the public right-of-way might exist, but roadway shoulders are flat and will not need extensive grading for sidewalk installation.
- the community has 130 miles of streets and only 12 miles of sidewalks.
- Many of New Bern's major arterial roadways, connecting residents with important commercial, recreational and institutional sites, lack sidewalks and make walking for transportation unappealing, unpleasant or possibly unsafe in some areas. Additionally, many key areas such as major intersections, railroad crossings and roadway bridges will need pedestrian improvements for safer and more comfortable traverse.

Public Survey: (200 respondents)

- survey responses strongly indicate that a fear of traffic contributes to the decision not to walk more (71%), combined with a lack of continuous sidewalks to their destination (67%).
- 53% of respondents feel comfortable at street crossings, indicating that some local intersections may need to be enhanced for better pedestrian access or safety.
- Overall, the majority of respondents (42%) indicated that greenway trails should be a priority for the City, while a close second preferred sidewalks on major thoroughfares (39%).

Related Plans

2006 Parks & Recreation Comprehensive Plan
2007 Comprehensive Bicycle Plan
2000 Urban Design Plan
New Bern (CAMA) Regional Land Use Plan
New Bern Code of Ordinances



New Bern Ped Plan (2009)

[Design Guidelines](#)

Recommendations:

[Project Recommendations](#) (e.g. sidewalk prioritization)

[Other Physical Improvements](#)

[Policy and Programs](#)



North Stanly Bike/Ped Plan (2018)

“North Stanly County will offer residents and visitors many options for bicycling and walking, through well-designed and beautifully maintained greenway trails, and bicycle and pedestrian friendly streets. A connected network of safe sidewalks, bikeways, and greenways strengthens economic vitality, enriches the sense of community, enhances recreation opportunities, and improves overall quality of life.”



North Stanly Bike/Ped Plan (2018)

[North Stanly \(New London, Misenheimer, Richfield\) Bicycle and Pedestrian Plan \(2018\)](#) / **Planning consultant:** Alta Planning + Design /

House Districts: [67](#) **Senate Districts:** [33](#) | **Project consultants:** ALTA Planning + Design | **RPO:** I **Government Website:** I

County: North Stanly **Towns:** Misenheimer, Richfield, and New London

Goals

- Improve pedestrian and bicyclist safety
- Grow and diversify the economy
- Improve accessibility and connectivity to community destinations
- Create new opportunities for active and healthy living
- Enhance the environment and overall quality of life.

Context: Misenheimer, Richfield, and New London are connected by US 52 which runs roughly northwest/southeast through the communities. North Stanly is bounded by the southern, rural part of Rowan County to the north, rural Cabarrus County to the west, Albemarle to the south, and Badin Lake/Uwharrie National Forest to the east.

Figure 2.10 What are the top three locations for improving conditions for walking and bicycling in North Stanly County? The results to this open-ended question fell under three central themes:

1. Complete the Falcon Trail
 - » Connect to New London and North Stanly High School
 - » Connect to Old Whitney, Badin, and Morrow Mountain State Park
 - » Connect to Albemarle
 - » Connect north to Gold Hill
2. Improve Major Roadways, especially US 52
 - » Other barrier roads include NC 49, NC 8, NC 740, and Old Salisbury Road
 - » Complete the sidewalk connection between Misenheimer and Richfield along US 52
3. Improve rural bike route options
 - » Wesley Chapel Road
 - » Pauls Crossing Road
 - » Gold Branch Road
 - » Old Millingport Road



North Stanly Bike/Ped Plan (2018)

Facility Recommendations and [Priority Projects](#)

- Sidewalks
 - Sidewalks in North Stanly should be at least 5' wide, and, where possible, should include a buffer strip between the sidewalk and roadway.
- Crossing Improvements
 - Crossings that link to sidewalk on each side of the road should possess curb cuts that comply with ADA requirements, including ramps, landings, slope, and other elements. In-roadway signage can be used to remind drivers of the state law to yield to pedestrians in the crosswalk.
- Share Use Paths
- Sidepaths
- Separated Bicycle Lanes
- Bicycle Lanes
- Paved Shoulders
- Advisory Shoulders'
- Shared Lane Markings

Policy Recommendations: One of the most cost effective active transportation implementation strategies for North Stanly County communities is to establish land development regulations and street design policies that promote walkable and bikeable new development and capital projects.

Lists Priority Projects, Phase 2 Projects, and a Comprehensive Network



North Stanly Bike/Ped Plan (2018)

Existing Conditions:

- With a cluster of sidewalks at the center of each community, the network is unconnected between the communities and limited connectivity for walking and biking due to limited facilities
- The roadway network is a combination of locally and state owned roads -- The municipalities and county will need to coordinate with NCDOT Division 10 and the Division of Bicycle and Pedestrian Transportation to implement this plan's recommended improvements along NCDOT owned roadways.
- There are no existing crossing facilities for pedestrians along US 52 besides at Pfeiffer University campus.
- The five-lane section of US 52 is the only direct connection to New London and is not a safe section for students that want to walk or bike from New London or anywhere north.
- [Roadway inventory](#)

Community Feedback:

- 50% of respondents rate present walking conditions as poor and 46% as fair, 54% poor for biking conditions and 41% fair
- 93% found improving bicycling and walking conditions in North Stanley County as either important or very important
- What should be the most important goals and outcomes of this plan?
 - Safer conditions, More choices for recreation and exercise, increased overall quality of life liveability, environmental benefits/stewardship of trail corridors
- 90% reported they would walk and/or bike more often if there were sidewalks and bikeways



North Stanly Bike/Ped Plan (2018)

Figure 2.8 What destinations would you most desire to reach by bicycling or walking? Please rank. Note - weighted average scores are shown below for display purposes - the higher the ranking, the higher the weighted average score displayed below.

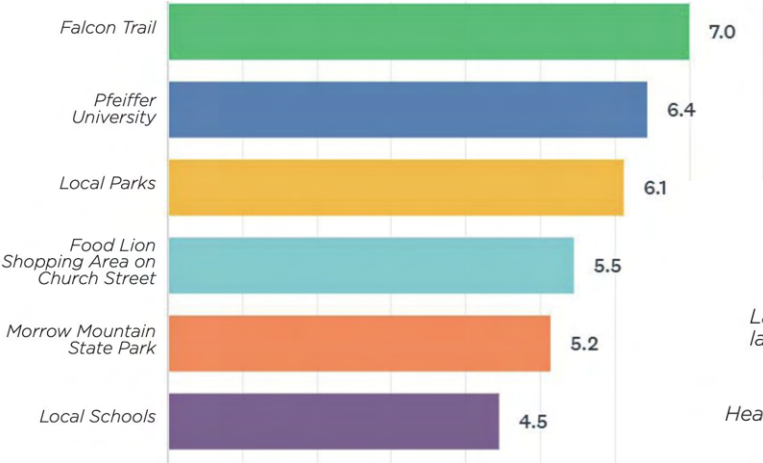
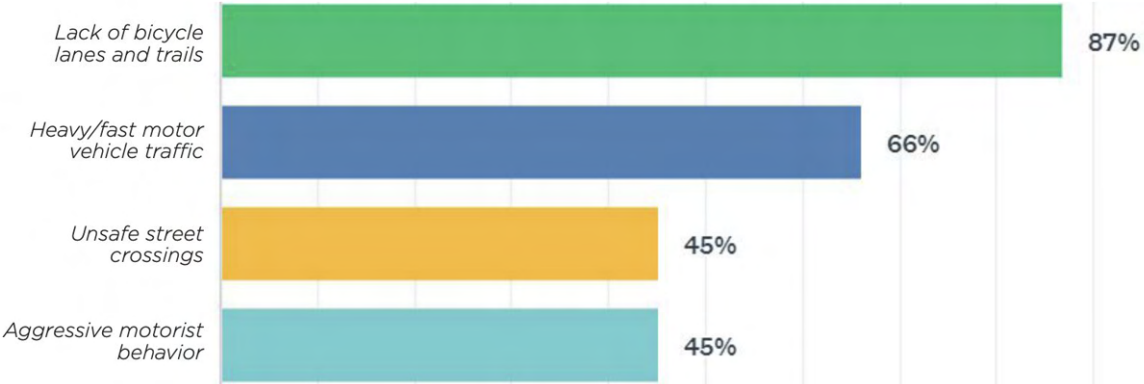


Figure 2.9 What do you think are the factors that most discourage bicycling or walking in North Stanly County? (Please select up to 5 factors)





Newport Bike and Ped Plan (2017)

“The Town of Newport will be a safe place for walking and bicycling, with trails, sidewalks, crosswalks, and bicycle routes that connect our neighborhoods, parks, schools, shopping centers, and other key destinations. These investments in our community will provide greater opportunities for transportation, recreation, economic development, and health and wellness.”



Newport Bike and Ped Plan (2017)

[Newport Bicycle and Pedestrian Plan \(2017\)](#) | House Districts: [13](#) Senate Districts: [1](#) | Project consultants: ALTA Planning + Design | RPO: Down-East | [Government Website](#) | County: Carteret

Plan Goals:

- Stimulate economic development
- Enhance the environment and overall quality of life
- Improve accessibility and connectivity to community destinations
- Improve pedestrian and bicycle safety
- Create opportunities for active and healthy lifestyles

Program and Infrastructure (priority projects) Recommendations:

- A media campaign to educate motorists, bicyclists, and pedestrians
- An “Open Streets” event to encourage walking and bicycling
- A “Hike & Bike” map showing where people can walk and bike in Town today
- A public bicycle maintenance stand with basic equipment for maintaining bicycles
- [General facilities recommendations](#): sidepaths, bicycle lanes, paved shoulders, shared lane markings, sidewalks, and crossing improvements
- Chatham Street sidepath, bridge, & boardwalk
- Chatham Street sidewalk & shared-lane markings
- Church Street sidewalk



Newport Bike and Ped Plan (2017)

Current Conditions:

- 0% of Newport residents bike to work, and 1.4% of Newport residents walk to work
- Newport is fortunate in having many destinations within town and close by, making walking and biking for many short trips possible. However, there is limited connectivity.
- Sidewalks are present in very few parts of Newport, including one side of Howard Boulevard, one short segment of Chatham Street (along with a few side blocks off Chatham), South Park Lane, Daughters Drive, and Courtyard West
- Of the 12 pedestrian crashes and 5 bicycle crashes, three pedestrian collisions and two bicycle collisions were fatal, which is an extraordinarily high number for a town the size of Newport.
- No safe crossings on US 70 is a barrier to safe pedestrian and bicyclist between the central part of Newport and destinations to the west, such as shopping/employment areas, as well as future development.
- The roadway network in Newport is a combination of locally-owned and state-owned roads.

Challenges:

- Low-lying land: Much of the land lies within the floodplain
- Railroad crossings and bridges act as barriers
- Inaccessibility of Newport Middle School
- A current lack of bicycle and pedestrian facilities
 - Most existing curb ramps are not ADA compliant (most are missing detectable warnings, for example). Many curb ramps are missing altogether, some even missing at marked crosswalks

Funding:

- “There are multiple sources for state funding of bicycle and pedestrian transportation projects. However, beginning July 1, 2015, state transportation funds cannot be used to match federally funded transportation projects, according to a law passed by the North Carolina Legislature”



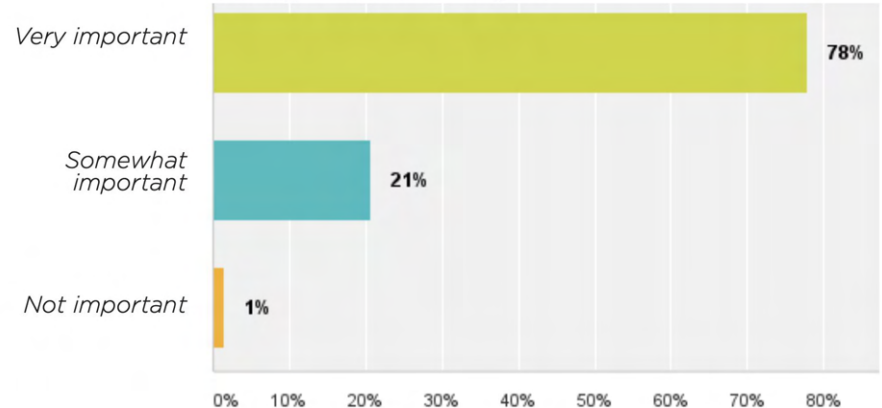
Newport Bike and Ped Plan (2017)

Community Feedback:

The charts on the following pages summarize public input collected during this planning process in Spring/Summer 2016. More than 200 residents, property owners, employees, and visitors contributed their input.

- Almost all respondents rated walking and bicycling conditions in Newport as “poor” (59%) or “fair” (40%), indicating a significant need for improvement. About four out of five respondents
- 93% found that a lack of bicycle lanes and trails most discourage walking and biking
- 94% indicated safer conditions for walking and bicycling as the most important outcome/goals for this plan

Figure 2.3 How important to you is improving bicycling and walking conditions in Newport?





Newton Pedestrian Plan (2017)

“Newton is a community that invites people of all ages and abilities to walk for enjoyment, exercise, and daily transportation by providing a safe, convenient and inclusive pedestrian environment based on accessibility and connectivity.”



Newton Pedestrian Plan (2017)

[Newton Pedestrian Plan](#) | House Districts: [89](#) Senate Districts: [45](#) | Project consultants: ALTA Planning + Design I

RPO: Greater Hickory I [Government Website](#) | County: Catawba

Plan Goals:

- Improve safety for all pedestrians
 - Improve the quality and safety of the pedestrian environment through infrastructure, programs, and policies
- Increase connectivity and accessibility of sidewalks
 - Improve connectivity of pedestrian network to key destinations and employment centers while increasing accessibility at intersections
- Improve linkages between the pedestrian network and recreation & exercise opportunities
 - Improve accessibility and provide direct links to the greenway system, parks, and recreation centers via extended sidewalk network and improved street crossings
- Improve quality of life & livability of the Newton community
 - Create more opportunities for vibrant community interaction, physical activity, and economic development through an improved pedestrian-scale environment

Local Context: Four Major Activity Centers

Downtown Newton is the main focal point of activity and destination for residents and visitors.

Catawba County Government Center

Newton-Conover High School
Intersection of NC Highway 10 and NC Highway 16



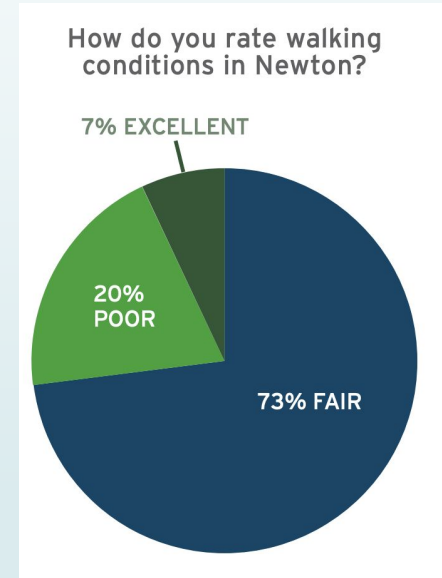
Newton Pedestrian Plan (2017)

Opportunities and Challenges:

- There is an extensive Existing Sidewalk Network
- Existing bicycle and transit facilities can be used to expand/support pedestrian network
- North/South corridors divide city's connectivity: The Norfolk Southern Railroad and US 321 Business separate the town along two North/South corridors, both of which are difficult to cross
- There is a need for consistency concerning crosswalks and curb ramps
- Existing sidewalk are deteriorated
- Newton lacks pedestrian connectivity outside the downtown area

Community Feedback (Over 320 respondents filled out the public survey in Dec. 2016)

- 73% of respondents feel that improving walking conditions in Newton is very important
- What should be the most important goals and outcomes of this plan?
 - 1) Safer conditions for walking, Increased overall quality of life/liveability, 3) More choices for recreation and exercise, 4) accessible curbs and sidewalk ramps





Newton Pedestrian Plan (2017)

The factors that most discourage walking are:

- » Lack of sidewalks (63%)
- » Sidewalks in poor condition (56%)
- » Lack of pedestrian signals and crosswalks (46%)
- » Lack of pedestrian amenities (benches, shade, etc.) (40%)
- » Heavy/fast motor vehicle traffic (31%)
- » Lack of nearby destinations (30%)

Recommends programs, [policies](#), and facilities: signage, educational programs, speed reduction/calming, a [recommended pedestrian network](#) and infrastructure improvements to crossings and the construction of greenways

Respondents would most like to reach the following destinations by walking (with the first ones listed as higher in ranking):

- » Downtown Newton
- » Heritage Trail Greenway
- » Parks
- » Newton Library
- » Recreation centers
- » Catawba County Government Center

Funding: “However, beginning July 1, 2015, state funds cannot be used to match federally-funded projects. Only Powell Bill or local funds can be used as a match for federally-funded bicycle and pedestrian projects.”



Town of North Topsail Beach, NC Comprehensive Bicycle Plan (2006)

(Updated 2016)



“The Bicycle Planning committee and the consultant team feel that implementation of this plan will create an environment that is safe and friendly for bicycle use, but will reduce the reliance on the Automobile for residents and visitors to North Topsail Beach.”



Town of North Topsail Beach, NC Comprehensive Bicycle Plan (2006)

[Comprehensive Bicycle Plan](#) | House District: [16](#) and Senate District: [6](#) | County: Onslow

(Updated 2016)

Planning consultant: Ferris Planners and Consultants | MPO: [Jacksonville Urban Area Metropolitan Planning Organization](#)

Planning Goals

Goal 1: Citizen leadership. Create a citizen-lead organization that assists the Town of North Topsail Beach with an ongoing bicycle planning process, design and development of facilities, promotion of bicycling as a transportation choice, public education, and advocacy of plan implementation.

Goal 2: North Topsail linkages. Create a system of linked bike facilities that facilitate safe and convenient bike travel from the Surf City town limit to the New River Inlet.

Goal 3: Hazard elimination. Identify bicycling hazards on all residential streets and main roads in NTB, to set priorities, and to establish a work plan for their elimination.

Goal 4: Barrier elimination. Identify barriers to bicycling on all streets in NTB and establish a work plan for their elimination.

Goal 5: Safety awareness. Identify the most important bicycling and motoring safety issues and take steps to ameliorate them.

Goal 6: Regional connections. Identify opportunities to connect the NTB system to systems of surrounding communities and the southeast Onslow system.

Goal 7: Public information. Provide information to the public about the NTB bike system to encourage use by residents and visitors.

Goal 8: Cost effectiveness and leverage of NTB funds. Develop bicycle facilities and implement programs that are cost effective and that take advantage of public funding and private partnerships where possible.



Town of North Topsail Beach, NC Comprehensive Bicycle Plan (2006) (Updated 2016)

Community feedback

Question	Possible Answers	Response	Percent of Total Surveys	Question	Response	Percent of Total Surveys	
Do you own a bicycle?	yes	21	87.5%	Do you give cyclists room?	yes	24	100.0%
	no	3	12.5%		no	0	0.0%
How often do you bike ride?	monthly	4	16.7%	Are drivers required to give cyclists room?	yes	22	91.7%
	Weekly	6	25.0%		no	2	8.3%
	Daily	10	41.7%	Do you wear a helmet?	Never	8	33.3%
	almost never	3	12.5%		sometimes	2	8.3%
Why do you ride a bike?	Exercise	20	83.3%		usually	1	4.2%
	run errands	1	4.2%		always	12	50.0%
	get to the beach	0	0.0%	Which direction of traffic do you ride with?	with traffic	22	91.7%
	get to work	1	4.2%		against traffic	0	0.0%
	fun	12	50.0%		either	1	4.2%
Where do you live?	North Topsail year round	11	45.8%	What are the barriers to biking at North Topsail Beach?	road conditions	13	54.2%
	summer resident	8	33.3%		lack of on road bike lanes	19	79.2%
	visitor from area	4	16.7%		lack of off-road paths	17	70.8%
	visitor from outside area	1	4.2%		dangerous drivers	10	41.7%
Are cyclists required to obey traffic controls?	yes	24	100.0%		discourgeous drivers	9	37.5%
	no	0	0.0%		dangerous road shoulders	16	66.7%
Where should adults ride bikes?	road, with traffic	21	87.5%		lack of secure parking	1	4.2%
	road, against traffic	1	4.2%	Are you male or female?	male	13	54.2%
	sidewalk, if there is one	1	4.2%		female	6	25.0%
	either	2	8.3%	What is your age group?	9 or younger	1	4.2%
					10 to 14	1	4.2%

Identified deficiencies in existing bicycle infrastructure

- Rock and sand on the lane are a problem in several locations.
- There are sharp drop-offs in some locations
- Many driveways (leading to incidents) along existing bike lanes
- Fast moving vehicle traffic is a problem during tourist season

- At the present time, the main corridor is the only viable route for bicycles in the community
- No room for any type of bicycle facility on the existing pavement.
- Too few share the road signs and detailed route signs exist on the Island



Town of North Topsail Beach, NC Comprehensive Bicycle Plan (2006) (Updated 2016)

Recommended Bicycle Facilities

New River Inlet Town Hall North

- Modify 10-foot bike and walking path to stay on north side of road from Town Hall to Town Park
- Expand road to Share the Road
- Method to widen bridges or all on sides for bike and walking paths
- Continue 10 foot paved bike and walking path north from Town Park to end of road
- Signs with rules posted along the path
- Put benches along the path

Town Hall to High Bridge

- 10 foot paved bike and walking path from Town Hall to Shrimp Lady drive to look around the Intercoastal Waterway.
- Trail Marked in distance with signs describing plants and trees. Fishing pier on Waterway. Highway 210 Surf City to Town Hall

Highway 210 Surf City to Town Hall

- 10 foot paved bike path on ocean side of road with markings at each connecting road. Landscaping and benches between path and road.
- Continue bike lanes with Share the Road signs to Surf City. Repair existing bike lanes.
- Repave Highway 210 and bike lanes from Surf City to Town Hall.
- Implement a method to keep bike lanes clear of gravel, sand and debris.
- Pedestrian crossing marked along the road to alert traffic. Possible Crosswalks
- Signs with path rules posted at intervals along the path.



Town of North Topsail Beach, NC Comprehensive Bicycle Plan (2006)

(Updated 2016)

Related plans

- Jacksonville Urban Area Metropolitan Planning Organization [2045 Long Range Transportation Plan](#)
- [Croatan Regional Bicycle & Trails Plan](#)
- [Sneads Ferry Community Plan](#)
- [Town of Swansboro Bicycle Plan](#)





North Wilkesboro Ped Plan (2008)

To promote a sense of community and personal and environmental health through the provision of a safe and interconnected pedestrian transportation system for residents of and visitors to the Town of North Wilkesboro.



North Wilkesboro Ped Plan (2008)

[North Wilkesboro Pedestrian Plan](#) | House Districts: [94](#) Senate Districts: [36](#) | Project consultants: Wilbur Smith Associates

I RPO: High Country | [Government Website](#) | County: Wilkes

Goals:

1. Increase and enhance the safety of pedestrians.
2. Enhance public awareness and education of pedestrians in the Town of North Wilkesboro
3. Adopt policies that promote Connectivity, Coordination and Continuity throughout the Town of North Wilkesboro Goal
4. Enhance personal and environmental health in North Wilkesboro.
5. Develop a Maintenance and Implementation Plan

Objectives:

- a. Implement measures to enhance pedestrian visibility during the day and night
- b. Develop facilities that provide separation from the travel lanes
- c. Promote the enforcement of current pedestrian laws, including the Town's leash law
- d. Provide well marked crosswalks with signal actuation where appropriate
- e. Promote appropriate vehicular speed through the design of pedestrian facilities Adopt policies that promote Connectivity, Coordination and Continuity
- f. Identify a network of sidewalks and shared use paths that serve all user groups, ages, and abilities
- g. Continue to pursue the expansion of the Yadkin River Greenway.
- h. Promote the provision of handicapped accessible pedestrian facilities throughout the Town
- i. Coordinate with adjoining communities and NCDOT to ensure future pedestrian plans are compatible.
- j. Develop standards for new developments that will help ensure that consistent pedestrian facilities are constructed as the Town of North Wilkesboro grows.
- k. Incorporate this
 - l. Promote walking to children in the Town Encourage residents of the Town to "be active"
- l. Coordinate with the hospital and county health department's programs to promote walking.
- m. Ensure that pedestrian facilities are routinely maintained for the safe operation of pedestrians



North Wilkesboro Ped Plan (2008)

Community Feedback:

Public survey of 179 respondents (pie charts in appendix do not provide percentages)

“It was also expressed that if there was a **better pedestrian system of sidewalks and trails and better connections**, then people would **walk more**. As gas prices continue to rise, a safe and accessible alternative to the automobile is desired. Also, many respondents expressed that **awareness needs to be made regarding the types of facilities that exist in the town**, that people need to be **educated on how to safely use the pedestrian network**, and they also expressed that the **existing traffic volumes and speeds on some of the Town’s streets deter people from walking**. The respondents are also very supportive of the Town’s efforts to promote a more pedestrian friendly environment.”

Funding

[Mentions funding no longer available after 2013 STIP funding limitation](#)

- “A total of \$5.3 million dollars of TIP funding is available for funding various bicycle and pedestrian independent projects, including the construction of multi-use trails, the striping of bicycle lanes, and the construction of paved shoulders, among other facilities.”

[Recommendations:](#)

Programs

Education and Promotion

Policies

Require marked crosswalks,
two curb ramps per corner,
pedestrian signals

Facilities

Greenways, sidewalks,
crosswalks and pedestrian
crossings, safety,
connections and additional
amenities



Norwood Pedestrian Plan (2007)

“Norwood is to be a Town that provides its residents opportunity to visit local businesses, schools, parks and other community destinations in a safe and convenient manner without having to own or entirely depend upon an automobile. This is particularly important for significant segments of Norwood’s population that cannot drive, namely the elderly, the poor and children under driving age. Furthermore, Norwood desires to maintain a small town atmosphere where neighbor can meet neighbor and sidewalk conversations are the norm. The community’s vision supports amenities that not only permit but encourage its residents and visitors to walk and visit with each other—amenities such as sidewalks, streetlights, street trees, benches, planters, etc. that add comfort, visual interest, and create safe havens and resting points.”



Norwood Pedestrian Plan (2007)

[Norwood Pedestrian Plan](#) | House Districts: [67](#) Senate Districts: [33](#) | Project consultants: Centralina Council of

Governments | RPO: | [Government Website](#) | County: Stanly ●

Plan Goals:

- Walkability and connectivity become guiding principles for decision-making, so that walking becomes a real option as a transportation choice.
- Pedestrian safety is made a top priority, so that pedestrians can feel safe accessing downtown business areas, and other areas in Town.
- Pedestrian facilities become accessible to all members of the community.
- Attractive sidewalks and trails link significant destinations, making them accessible by foot as well as vehicle. Amenities are provided so that walking is not seen as “the last alternative” but the “preferred alternative” to reach points within walking distance.
- The Norwood pedestrian network is linked, where appropriate, to larger county and regional networks.

The Norwood Pedestrian Plan provides a clear “road map” of where, when, and how the Town proceeds to make improvements to its pedestrian facilities, to achieve the aforementioned goals.

- Norwood clearly offers to residents and visitors the features that make life in the community rewarding.

Current Conditions:

- Decreasing town population and rate of development
- Downtown Norwood’s Main Street is US Highway 52. This street has become essentially the central spine of the Town. The majority of pedestrian traffic is concentrated within a few blocks of this street.
- There is only the closed loop in Darrell Almond Community Park. But creek runs, such as Cedar Creek, Big Cedar Creek, Little Cedar Creek, in addition to other shorter runs could provide excellent opportunities for trail corridors, particularly along existing sanitary sewer easements.



Norwood Pedestrian Plan (2007)

Barriers and Constraints:

- High volume, high speed traffic along Highway 52
- Sidewalk conditions along North Main Street vary. They are often degraded in areas where frequent curb cuts and driveways serve business properties.
- Only two traffic lights currently exist within the Town, these being at the intersections of Main at Anson and Main at Whitley. Additional opportunities to safely cross Highway 52 are needed.
- Intersection of Highway 52 and Fork Road – These two roads join at a sharply acute angle, so visibility is hindered for merging traffic.
- Long straight roads through Town encourage speeding.
- Many existing sidewalks are inadequately lit.
- New developments tend toward segregated land uses, putting residences farther away and out of convenient walking distance from retail and commercial services.
- Primary streets generally lack street trees.
- Insufficient pedestrian warnings are present for drivers.

Plan Recommendations:

1. Simply build sidewalks and other amenities on a per request basis that may or may not address overall pedestrian needs
2. Systematically identify and address existing pedestrian barriers and constraints
3. Identify and address both current and expected future pedestrian needs on a case-by-case basis
4. Develop and implement an approach that integrates the need for pedestrian amenities into other aspects of planning, in order to ensure that future development supports pedestrian travel as a practical mode of transportation

Recommended Programs Project Recommendations



Oak Island Bike Plan (2006)



Oak Island Bike Plan (2006)

[Oak Island Bike Plan](#) | House Districts: [19](#) Senate Districts: [8](#) | Project consultants: Greenways Incorporated | RPO: Cape Fear | [Government Website](#) | County: Brunswick

Plan Goals:

- Promote safe and effective bicycling in Oak Island for all types of resident and tourist cyclists and to promote the safe interaction of motorists and cyclists.
- Reduce traffic congestion by creatively investing in attractive, convenient, and safe means for bicycle travel, and improving bicycle facilities.
- Develop a system of designated island bicycle routes to connect destination points.
- Create a bikeway network that is an integral part of the transportation system and provides an alternative means of transportation as well as recreation opportunities.

- Provide system of safe and appropriate bicycle facilities and amenities for bicyclists.
- Increase public awareness and education initiatives to promote the legal rights and responsibilities of bicyclists.
- Improve the quality of life for Oak Island residents.

Existing Facilities:

- there is a lack of official connectivity between bicycle facilities and trip attractors. There is currently a lack of designated bicycle facilities or shoulders on most roads.
- Water and traffic barriers present obstacles to connecting all parts of Oak Island effectively and safely. The Intracoastal Waterway prevents connectivity to the mainland portion of the Town limits. The Davis Canal and marshy zones, through the middle of Oak Island, prevent connectivity from the beachfront to the northern part of the island, especially on the western two-thirds, with the exception of two scenic boardwalks. The Second Bridge and improvements to the Middleton Bridge at Davis Canal will improve bicycle facility connectivity across these bodies of water.



Oak Island Bike Plan (2006)

Community Feedback

- Q: Are there places you would like to be able to bike that you cannot at this time?
 - The most common answer was from Oak Island to Southport. Three of the six who answered this question claimed that as their route of interest.
- Q: Which of these bicycle facilities would you like to use?
 - “Designated bike lanes,” with 8 votes, was the option that most respondents would use. Paved shoulders, shared-use, and wide vehicle travel lanes each received 5 votes. Two respondents said they would use the least chosen option, sidewalks.
- Six respondents gave suggestions about the future Bicycle Plan for Oak Island. Two of the responses asked for more signage. Two other comments both asked for bike lanes going to Highway 211. One person suggested Long Beach Rd. and the other suggested West Beach Dr. Creating bikeways along the water, the new bridge, and along new sewer pipelines were suggested as well. Other suggestions included adding public education on bicycle safety and cleaning debris on road shoulders.

- **Recommended Facilities**
- **Programs**

- Education
- Encouragement
- Enforcement
- Maintenance and Repairs
- Signage, shared use paths, parking, and intersection improvements

Key Corridors and Areas:

- Eastern Oak Island • Central Oak Island • Western Oak Island • Oak Island Mainland Area



Oak Ridge Pedestrian Plan (2013)

In 2035, Oak Ridge residents and visitors will be able to safely walk between homes, schools, businesses and parks, and connect with regional greenways and trails. The Town's commitment to active transportation will improve public health, attract new businesses, and build a stronger sense of community. Oak Ridge will be the healthiest community in the Piedmont Triad and serve as a model to other suburban communities in the state.



Oak Ridge Pedestrian Plan (2013)

[Oak Ridge Pedestrian Plan](#) | House Districts: [62](#) Senate Districts: [26](#) | Project consultants: Piedmont Triad Regional Council | MPO: Guilford | [Government Website](#) | County: Guilford

SHORT TERM GOALS (3-5 YEARS)

Pedestrian Network Expansion and Connectivity

- Build sidewalks that will connect the school to the park and connect the Commons to Linville Road
- Build sidewalks and trails connecting school and the entire town business core/historic district
- Complete the comprehensive plan to connect downtown Oak Ridge via walkways for at least 1 mile east, west, south and north of the NC 68/150 intersection
- Master plan trails that bring outer areas to the core

Safety and Access

- Establish safe crosswalks that connect sidewalks
- Insure every new neighborhood development has safe walking or bicycling access for children to get to school

Policies and Programs

- Create a funding plan to pursue various public and private funding sources (e.g. Town fund, grants, private investment) to begin connecting the pieces of sidewalk and trail already in place
- Achieve twenty percent (20%) of Oak Ridge Elementary students will be walking to school
- Acquire easements allowing future connection from large neighborhoods to NC 68, NC 150 or the Town Park
- Continue to require development driven sidewalks and trails

LONG TERM OBJECTIVES (6-20 YEARS)

What will Oak Ridge's Pedestrian Transportation System in 2030 look like?

- Sidewalks in Town Core that will connect to trails and bring folks to our commercial core and park
- A network of sidewalks and trails connecting the neighborhoods and schools to the core retail/recreations areas
- Connect as many neighborhoods in Oak Ridge to the Town Park via sidewalk, bike path, walking path, and linking sidewalks to the NC 68/150 intersection
- Residents will be able to walk safely throughout the Town Core
- Sidewalks that are safe, inviting, lighted, well maintained and connected to regional greenways and trails
- A network of sidewalks that are both useful and pleasing to look at; these sidewalks and trails will make it possible for anyone in Oak Ridge to walk anywhere they need to go
- A connection that facilitates ease of movement to/from and between homes, businesses, parks, schools and recreation



Oak Ridge Pedestrian Plan (2013)

Project Recommendations

Bicycle and Pedestrian

- Implement recommendations of Greensboro Urban Area Bicycle, Pedestrian and Greenway Master Plan
- Include sidewalks and bicycle facilities in all new roadway projects except on controlled-access facilities
- Develop an updated bicycle suitability and route map for the combined urban areas (Greensboro, High Point, Burlington) to include all of Guilford County on one map
- Continued expansion and infill of the sidewalk network, focusing on high priority links, ADA compliance ramps, as well as removal of obstructions
- Improve pedestrian crossing conditions through expanded pedestrian signals and high-visibility crosswalks at high volume locations
- Cooperate with local partners (Greensboro, Guilford County, High Point, Winston-Salem and surrounding towns) to expand the use of shared-use paths throughout the Triad
- Implement a yearly sidewalk maintenance program to ensure accessibility
- Implement a greenway resurfacing program

Policy Recommendations

Bicycle and Pedestrian

Urban

- Aggressive program to retrofit sidewalk installation onto major streets
- Improve pedestrian crossing as busy intersections
- Incorporate bicycle accommodations into annual resurfacing program
- Incorporate trail system in bicycle and pedestrian networks

Rural

- Wide paved shoulders added to existing roads to accommodate bicycles/pedestrians
- Expand bicycle route system to connect with surrounding counties

1. How *important* to you is the goal of creating a walking-friendly community?

Nearly 90% or 9 in 10 think creating a walkable community is important or very important.

2. How *often* do you walk or run now?

Over 75% walk a few times per week or more.

3. For what *purpose* do you walk now and how far? If you do not walk now, for what purpose would you walk in the future?

Fitness/recreation, social visits and transportation are top choices for existing or future walking, depending on distance

4. What is the biggest factor that *discourages* you from walking?

Lack of sidewalks and trails is the number one factor discouraging residents from walking. Followed by unfriendly streets and land uses and traffic

5. What walking destination would you *most like* to get to?

The Town Park, future greenway trails and shopping are the top three places people want to be able to walk to.

6. What is the most important action you think is *needed* to increase walking in the community?

New sidewalks is the most important action needed to increase walking in Oak Ridge, followed by trails.

7. What is the most *important consideration* in determining locations for new sidewalks?

Pedestrian safety and filling gaps should be the most important consideration in locating new sidewalks.

8. Please indicate what you think should be the primary source of funding for sidewalk, multi-use trail and lighting improvements if grants and existing revenue is not enough?

Local Bond Referendum (100 responses), Impact Fees (32) and Local Sales Tax (26) are the top three choices*



Oak Ridge Pedestrian Plan (2013)

BARRIERS AND GAPS

The following are barriers and gaps to a safe, connected and accessible pedestrian transportation system in Oak Ridge:

- Subdivision developments with little pedestrian connectivity to other existing development;
- Large lot single family development separated from the Town Core and along high speed rural roads with no shoulders;
- Some sidewalks constructed with development outside of NCDOT right of way, whereas existing funding protocol and policies will encourage sidewalk location in the NCDOT right of way with public funding;
- Inconsistent right of way documentation on Town Roads;
- Major intersection of NC 150 and NC 168 is at the heart of the Town Core and is major obstacle to pedestrian transportation; and
- Lack of sewer and water encourages sprawled development less suitable to pedestrian transportation due to distances between land use types.

Pedestrian Transportation Network Improvements:

- Sidewalk Projects, provide connectivity
- Trail recommendations
- Shoulder improvements
- Intersection improvements

[Policy Changes](#)

[Implementation action plan](#)



Ocean Isle Bike Ped Plan (2014)

“The Town of Ocean Isle Beach is a community where walking and bicycling are embraced as ways to get around, get fit, see the sights, and have fun. Residents and visitors alike have access to well-maintained bicycle and pedestrian facilities and programs that enable safe, convenient, comfortable, and connected walking and bicycling opportunities throughout town.”



Ocean Isle Bike Ped Plan (2014)

[Ocean Isle Bike Plan](#) | House Districts: [17](#) Senate Districts: [8](#) | Project consultants: ALTA Planning + Design | RPO: Cape Fear | [Government Website](#) | County: Brunswick

Goals of Plan:

- Improve pedestrian safety and bicyclist safety
- Foster better access to community destinations
- Create opportunities for active and healthy lifestyles
- Enhance quality of life

Community Feedback:

- 68% of respondents rated the importance of improving bicycling conditions on Ocean Isle Beach as very important, while 27% said somewhat important.
- 65% of respondents rated the importance of improving walking conditions on Ocean Isle Beach as very important, while 26% said it was somewhat important.
- Out of 436 respondents, 393 replied that the most important goals and outcomes of the Bike and Pedestrian Plan should be safer conditions for bicycling and walking.
- The three highest rated factors discouraging bicycling or walking in Ocean Beach were lack of connected sidewalks, trails, and bicycle lanes, heavy/fast motor vehicle traffic, as well as existing sidewalks, trails, and bicycle lanes being too crowded



Ocean Isle Bike Ped Plan (2014)

Barriers

- Lack of connectivity to the east-west thoroughfares as well as the north-south side canal streets. Few side streets have sidewalks and ones that do seldom have crosswalks.
- Lack of bicycle facilities, meaning bike lanes and paths are limited and do not connect to one another.
- The Odell Williamson Bridge does not have sidewalks, paths, or bike lanes, and high automobile traffic and speeds make it a dangerous location for bicyclists and pedestrians. The unsafe bridge access cuts island walking and bicycling opportunities off from the mainland, and vice versa.
- High traffic volumes: Because the population of the town jumps to 25,000 during the summer vacation season—over forty times the town’s permanent population—intense traffic congestion on the island can limit bicycle and pedestrian travel.
- Mix of traffic types: The limited sidewalk network, which is especially apparent during summer vacation season, forces pedestrians to walk on the street, complicating traffic behavior and creating confusion for everyone.
- Lack of safe crossings, signage, and programs: the town does not have any active or recurring programs for pedestrians or bicyclists
- Narrow roads and utilities



Ocean Isle Bike Ped Plan (2014)

Recommendations and selected recommended policies:

- Creation of connected pedestrian and bicycle network, including the construction of and improvement of these facilities: sidewalks, boardwalk, pedestrian-friendly crossings, paved shoulder, bicycle lanes, multi-use paths, bicycle bridge crossing signal, bicycle-pedestrian bridge. Project prioritization process:
 - Connects to a public building (post office/town hall)
 - Connects to a park or pier
 - Connects to a beach access point
 - Connects to a shopping area
 - Connects to existing sidewalk, on-road bicycle facility, or trail on both ends
 - Bicycle or pedestrian crash reported
- [Maps on pg 45-49]
- Media campaign to educate motorists, bicyclists, and pedestrians: town could distribute the educational materials made available by NCDOT at local festivals and other events, at local bike shops and other businesses, and in renters' information packets and property owners' guest information books.
- Creation of Hike and Bike Map



Old Fort Pedestrian Plan (2011)

“It is the vision of Old Fort to promote a safe and attractive system of accessible and sustainable on street and off street recreational paths that provide connectivity between various uses and destinations while focusing on the unique historical significance and musical heritage that Old Fort has to offer. The Town strives to continue to provide opportunities for outdoor recreation and education through appropriate wayfinding signage and an inviting pedestrian and pet friendly environment.”



Old Fort Pedestrian Plan (2011)

[Old Fort Pedestrian Plan](#) | House Districts: [85](#) Senate Districts: [46](#) | Project consultants: Withers & Ravenel | RPO: Foothills | [Government Website](#) | County: McDowell

Plan Goals:

- Develop an attractive and comprehensive network of pedestrian facilities that are affordable and maintainable. • Identify gaps within the existing pedestrian system, as well as develop possible updated guidelines for new development.
 - Provide solutions for safe crossings and sidewalk connections at schools, commercial centers, parks and recreation facilities, and at major barriers including bridges, underpasses and major thoroughfares.
 - Provide methods for the Town to increase public awareness of pedestrian routes through means such as maps and signage.
 - Provide methods to improve safe accessibility for people of all ages and abilities.
 - Enable the Town to ensure that existing and new pedestrian facilities such as street crossings, sidewalks, etc., are safe and meet minimum ADA standards.
 - Implement traffic calming measures and pedestrian facilities in conjunction with roadway expansion projects, particularly in areas near schools and neighborhoods.
 - Provide ways to enhance vehicle and pedestrian separation with the use of planting strips.
- Develop an attractive and comprehensive network of pedestrian facilities that are affordable and maintainable.
 - Identify gaps within the existing pedestrian system, as well as develop possible updated guidelines for new development.
 - Provide solutions for safe crossings and sidewalk connections at schools, commercial centers, parks and recreation facilities, and at major barriers including bridges, underpasses and major thoroughfares.
 - Provide methods for the Town to increase public awareness of pedestrian routes through means such as maps and signage.
 - Provide methods to improve safe accessibility for people of all ages and abilities.
 - Enable the Town to ensure that existing and new pedestrian facilities such as street crossings, sidewalks, etc., are safe and meet minimum ADA standards.
 - Implement traffic calming measures and pedestrian facilities in conjunction with roadway expansion projects, particularly in areas near schools and neighborhoods.
 - Provide ways to enhance vehicle and pedestrian separation with the use of planting strips.



Old Fort Pedestrian Plan (2011)

Existing Conditions:

- The existing pedestrian system in Old Fort is comprised of inconsistent sidewalks and no greenways or other multi use trails except those that exist at Old Fort Elementary School.
- The downtown area is the most pedestrian friendly area but is in need of improvements and maintenance, especially concerning ADA accessibility
- Very few subdivisions contain sidewalks or other pedestrian facilities. Links between these neighborhoods are mostly in the form of roadways with narrow shoulders, winding roads and no sidewalks.
- Old Fort's transportation system is composed of major thoroughfares and connectors with few neighborhood streets located within the core downtown area.
- **Pedestrian Facility Challenges:** • Sidewalks lack ADA accessibility. • Busy thoroughfares with site distance issues for pedestrians and objects in site triangles. • Bridge over Commerce Street. • There is a lack of connectivity between downtown and outlying areas, such as residential neighborhoods, local factories, and a park and restaurants south of I-40. • Lack of connectivity to local amenities and tourist attractions such as Mount Music, the museum, the elementary school, the library and Davidson's Fort. • Most shoulders on roads do not have adequate space for pedestrians or bicyclists. • Lack of lighting. • Railroad Tracks/Railroad Crossings.

Public Input

- Most people felt they would walk more around Old Fort if improvements were made to the pedestrian system and connections were expanded. Most people also said they would be willing to pay a small additional tax in order to improve sidewalks and bike pathways.

Related Plans:

North Carolina State Transportation Improvement Program Plan (July 2007)
Town of Old Fort Design & Planning Report (NCSU)
McDowell County Comprehensive Parks & Recreation Master Plan • Mill Creek Greenway Trail Master Plan Old Fort's Land Use Plan



Old Fort Pedestrian Plan (2011)

- **Major Pedestrian Corridor [Improvements](#)**
 - Traffic Calming
 - Sidewalk (re)construction
 - Roadway improvements
- Lighting, Signage, and Curb Extensions
- [Encouragement and Promotion](#)

Mentions [state funding](#) that is no longer available



Oxford Pedestrian Plan (2012)

[Oxford Pedestrian Plan](#) | House Districts: [32](#) Senate Districts: [18](#) | Project consultants: I RPO: Kerr-Tar | [Government Website](#) | County: Granville

Plan Goals:

- Adopt a City ordinance that sidewalk, curb and gutter be constructed on both sides of streets. Cul-de-Sac bulbs could be exempt from sidewalks but the City should require curb & gutter.
- Fill gaps in the existing sidewalk network.
- Reconstruct curb ramps in Downtown to be ADA compliant.
- Increase the miles of sidewalks as a percent of total City roadways.
- All of the City's ordinances should be reviewed and revised to acknowledge the importance of pedestrian safety and the role of pedestrian design in the health of the community. Topic areas should include driveway access management and designs for pedestrian traffic flow.

Existing Conditions:

- While sidewalks exist throughout the Downtown core and in some outlying areas, there are segments that have become overgrown with vegetation and are deteriorating, creating a disconnected and unsafe network of pedestrian facilities.
- There are roads without sidewalks in some neighborhoods in the City that pose danger to pedestrians. Examples include Raleigh Road, Sunset, Cherry, Eighth, Harris, Peach, and Linden Streets, as they have no traffic calming treatments.
- The majority of intersections that were evaluated are in need of new and/or retrofitted pedestrian crossing facilities.



Oxford Pedestrian Plan (2012)

Network Recommendations:

- Link to [maps](#)
- Intersection recommendations (pg. 39-59)
- [Table of priority projects](#) (pg. 61-75)

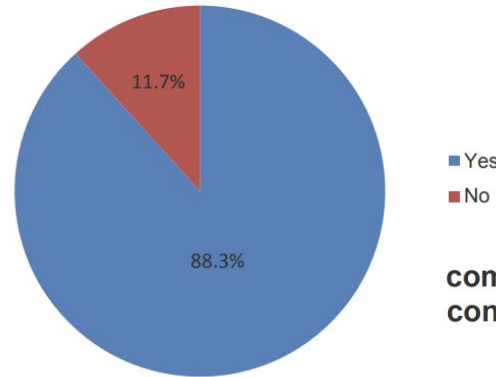
Education, Encouragement, and Enforcement Programs:

- Mentions motorist education
- School programs
- Establish a crossing guard program

Policy:

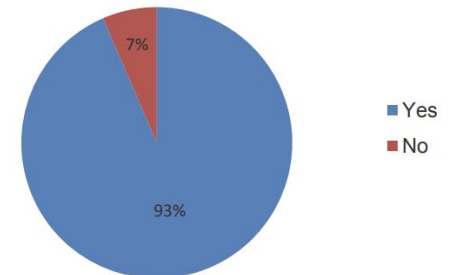
- Adopt a Complete Streets Approach
- Encourage mixed use development
- Establish greenways as part of public infrastructure

Should public funds (grants, taxes, capital improvement funds, etc) be used to improve pedestrian options and facilities?



■ Yes
■ No

The City of Oxford should require commercial and residential developers to construct sidewalks during development.

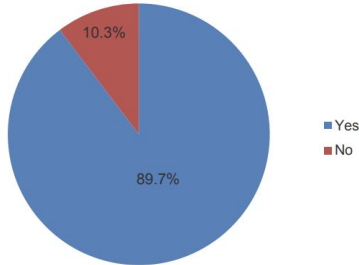


■ Yes
■ No

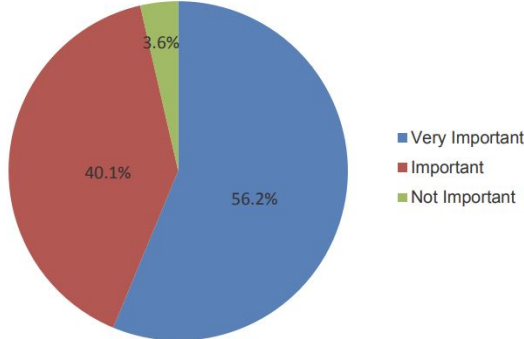


Oxford Pedestrian Plan (2012)

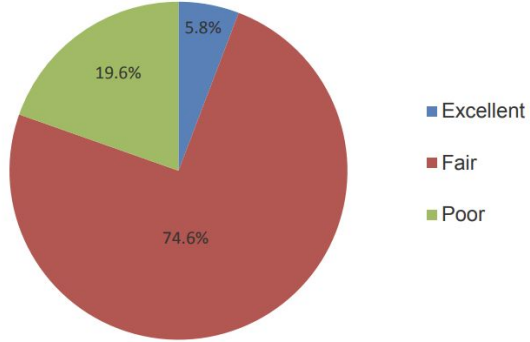
Would you walk more often if more sidewalks, trails and safe roadway crossings were provided for pedestrians?



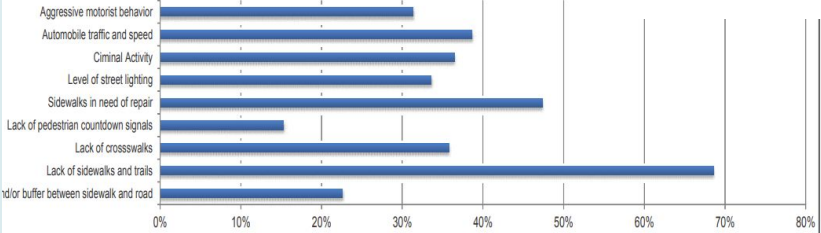
How important to you is improving walking conditions in Oxford?



How do you rate present pedestrian conditions in Oxford?



What factors discourage walking?





Oxford Pedestrian Plan (2012)

In the future Oxford will:

- 1. Retain its rural atmosphere where friendly citizens foster a positive community spirit.*
- 2. Be a regional destination for tourists and visitors attracted by the city's heritage and historic character.*
- 3. Provide recreation opportunities for all citizens.*
- 4. Be a walkable and safe community with tree-lined streets, citywide sidewalk connectivity, traffic calming and wayfinding signage.*
- 5. Educate our citizens on the benefits of being a walkable community with greenways, trails and pedestrian facilities.*
- 6. Plan for future growth by requiring new development to construct sidewalks, while protecting its environmental resources and maintaining quality public services at an affordable cost.*
- 7. Create gateways into the community that welcome visitors and give residents a "sense of place" by protecting and enhancing priority corridors.*



Pembroke Pedestrian Transportation Plan (2010)

“The plan will strive to create a safe and walkable community for residents, visitors and students attending the University of North Carolina at Pembroke (UNCP). The plan will provide long term benefits for both the Town and University and serve as an economic development tool for the central business district. Installation of a continuous sidewalk network throughout Pembroke’s central business district (CBD) will provide a safe means for UNCP students to visit downtown businesses, as well as travel to and from off campus student housing complexes.”



Pembroke Pedestrian Transportation Plan (2010)

[Pembroke Pedestrian Transportation Plan \(2010\)](#) | House Districts: [47](#) and Senate Districts: [24](#)

Project consultant: [Greenways, Inc.](#) | RPO: [Lumber River RPO](#)

Existing conditions:

- “Pembroke’s central business district, as well as portions of town surrounding UNCP does have some existing sidewalk infrastructure. Unfortunately **the existing sidewalks contain intermediate gaps, and are in need of repair.**”
- “Furthermore, **additional pedestrian facilities such as crosswalks, count-down signals, and curb ramps are lacking.** The town relies on this partial network to facilitate the flow of students and residents between residential areas and the town’s commercial core including access to the university.”
- “**Currently, there are no ongoing education or enforcement programs within the Town of Pembroke for pedestrians.**”

Community feedback:

- “How do you rate present pedestrian conditions in the Pembroke area?”
 - Poor - 62.5%
 - Fair - 35.6%
 - Excellent - 1.9%
- “Would you walk more often if more sidewalks, trails, and safe roadway crossings were provided for pedestrians?”
 - Yes - 94.4%
 - No - 5.6%
- Most frequent responses to “What factors discourage you from walking in Pembroke?”
 - **1) Lack of sidewalks and trails, 2) Lack of crosswalks at traffic signals, 3) Automobile traffic and speed, 4) Lack of pedestrian signals at intersections, and 5) Aggressive motorist behavior**



Pembroke Pedestrian Transportation Plan (2010)

Recommendations:

- Priority project list in [Table 3.2](#)
- “The Town of Pembroke should support the creation of local **bicycle and pedestrian advocacy group**.”
- “The Town of Pembroke should consider sponsoring a training session for pedestrian design/review.”
- “**Create a self-guided walking tour** of downtown historical/cultural sites.”
- “Establish outdoor classrooms utilizing interpretative signage in open space, parks, and on future trails.”
- “Download a variety of **safety materials for distribution** to various age groups and at multiple events and locations.”
- “**Internal training** will be essential to institutionalizing pedestrian issues into the everyday operations of engineering, planning, and parks and recreation departments. Key Town staff, members of the local planning board, RPO, NCDOT Division 6 staff, and Robeson County staff should all be included in training sessions whenever possible.”

- “Encourage children to walk to school, safely, through a combination of programs, listed under encouragement resources.”
- “Establish awareness days.”
- “Encourage the establishment of walking clubs.”
- “Use pedestrian facilities, particularly trails, to promote causes and hold special events for causes.”
- “Utilize future greenways for artwork and plantings.”
- “Local police should use targeted enforcement to focus on key issues such as motorists speeding, not yielding to pedestrians in crosswalks, parking on sidewalks, etc.”
- “Require all crossing guards to complete an NCDOT Crossing Guard Training Program.”
- “Establish a crossing guard program for peak school hours.”

List of potential funding sources in [Appendix B](#)

Existing conditions:

- [Pembroke Land Use Plan \(2005\)](#)



Pilot Mountain Pedestrian Plan (2013)

The Steering Committee laid out a multi-faceted Vision for Pilot Mountain:

Encourage Economic Development

Get More People Walking

Open Up Downtown

Enhance Park & Ride Opportunities

Create Sidewalk Connections for “Downtown Loop”

Create Sidewalk Connections for Important Destinations



Pilot Mountain Pedestrian Plan (2013)

[Pilot Mountain Pedestrian Plan](#) | House Districts: [90](#), [91](#) Senate Districts: [36](#), [31](#) | Project consultants: Stewart, Greenway Design Group | RPO: Northwest Piedmont | [Government Website](#) | County: Surry

Plan Goals:

1. Create Town Connections for Walking
2. Connect to Pilot Mountain State Park
3. Establish Greenways & Recreational Trails

Existing Conditions:

- Sidewalk maintenance is an issue. Several sidewalk segments and blocks need repair.
- Armfield Center/Nelson Acres – with a 150-acre park, hiking trails, and seven campsites – should be a major destination; however, many people do not know about the trails. This may be due, in large part, to the lack of pedestrian connections in the area.

- There is a lot of (mostly) recreational walking on Main St.
- [Map of current pedestrian infrastructure](#)
- 52 Bypass—there is a Pedestrian Tunnel, but the roadway experience high traffic and speed volumes as well as South Key St.
- US Highway 52 Interchange poses as a barrier to pedestrian connectivity as crossings are dangerous
- Yadkin Valley Railroad Corridor bisects the town with only two all access crossings
- Maintenance Issues: Sidewalk Obstruction and Curb Over-Paving

Relevant Plans: Town of Pilot Mountain Land Use Plan 2005-2015, Surry County Transportation Plan (2011), North Carolina Statewide Outdoor Recreation Plan (2009-2013)



Pilot Mountain Pedestrian Plan (2013)

Plan Recommendations:

- [Priority Project Table](#)
- Address sidewalk obstructions
- Address curb over-paving
- Ten focus projects: Pilot Creek Greenway, Old West Field Rd, Highway 52 Bypass West, 52
- Policy Recommendations: Sidewalk Requirements with Development
- Coordinate Pedestrian Requirements with Surry County
- Implement Education, Encouragement, and Enforcement Programs

[FUNDING SOURCES](#)



Pinehurst Comprehensive Bicycle Plan (2015)

“The Village of Pinehurst, North Carolina, is committed to providing its citizens with a safe community in which to live, work and play. Part of this commitment includes the future improvement and/or construction of bicycle friendly transportation corridors throughout the Village.”



Pinehurst Comprehensive Bicycle Plan (2015)

[Pinehurst Comprehensive Bicycle Plan \(2015\)](#) | House District: [78](#) and Senate District: [21](#)

Project consultant: [McGill](#) and Kostec Planning | RPO: [Triangle Area RPO](#)

Related plans:

- [Pinehurst Parks & Recreation Master Plan \(2011\)](#)
- [Pinehurst Comprehensive Pedestrian Plan \(2015\)](#)
- [Pinehurst Comprehensive Plan \(2019\)](#)

Plan goals:

1. **Increase the options** for bicycling as an alternate form of transportation within the Village of Pinehurst
2. **Create a bicycle friendly community** that is an important part of the urban structure
3. **Promote bicycling** as a healthy exercise
4. **Create a bicycle environment** that is friendly to all users - including seniors, disabled persons and children
5. **Improve connections** between disparate parts of the Village
6. **Promote bicycle safety**

Community feedback:

- Most residents that participated in these events noted an interest in bicycling within Pinehurst, but **safety concerns are preventing many of them from regularly riding a bike**. Other common themes obtained during the public input phase include:
 - **More connectivity is needed** between residential areas and destination points, such as Downtown Pinehurst and neighboring communities to safely access these destinations
 - **Praise to the Village for the existing greenway system**, trails at the Arboretum and trails at Rassie Wicker Park; however, numerous comments were obtained regarding difficulties of cycling on the current system due to the unpaved surface material (gravel screenings)
 - **A dissatisfaction with having to drive somewhere to safely ride a bicycle**



Pinehurst Comprehensive Bicycle Plan (2015)

Existing conditions:

- “The current bicycling system in Pinehurst does not contain dedicated facilities or special route markings for cyclists. Therefore, those wishing to bike on area roads have to share the road with motorists and other vehicles. In addition, the unpaved greenways, while not conducive to many types of bicyclist travel, are used by some cyclists as they are oftentimes the only connecting facility or they are where bicyclists feel most comfortable riding.”
- “The historic Village areas offer the best on-street bicycling conditions within Pinehurst due to low volume, low speed and shaded streets... Unfortunately, the lack of connectivity prevents most residents from accessing the downtown area from other parts of the Village.”
- “On busier roads and highways, there is limited shoulder width to accommodate bicyclists and there are no continuous routes with shoulders wide enough (4-feet or 5- feet) for bicycling.”

Recommendations:

- Priority project list in [Section 8.3](#)
- Proposed shared lane markings on [map 7.2](#)
- “Major route” recommendation cut sheets and maps beginning [Section 7.3](#)
- “In the year following adoption of the Plan, the community should complete and submit a **Bicycle Friendly Community** application to the League of American Bicyclists.”
- “Continue to Emphasize **Complete Streets**”
- “Identify Resurfacing Projects for Potential Shoulder Widening”
- Potential funding sources listed in [Section 8.5](#)



Pinehurst Comprehensive Pedestrian Plan (2015)

“The Village of Pinehurst, North Carolina, is committed to providing its citizens with a safe community in which to live, work and play. Part of this commitment includes the future improvement and/or construction of pedestrian-friendly transportation corridors throughout the Village.”



Pinehurst Comprehensive Pedestrian Plan (2015)

[Pinehurst Comprehensive Pedestrian Plan \(2015\)](#) | House District: [78](#) and Senate District: [21](#)

Project consultant: [McGill](#) | RPO: [Triangle Area RPO](#)

Related plans:

- [Pinehurst Parks & Recreation Master Plan \(2011\)](#)
- [Pinehurst Comprehensive Bicycle Plan \(2015\)](#)
- [Pinehurst Comprehensive Plan \(2019\)](#)

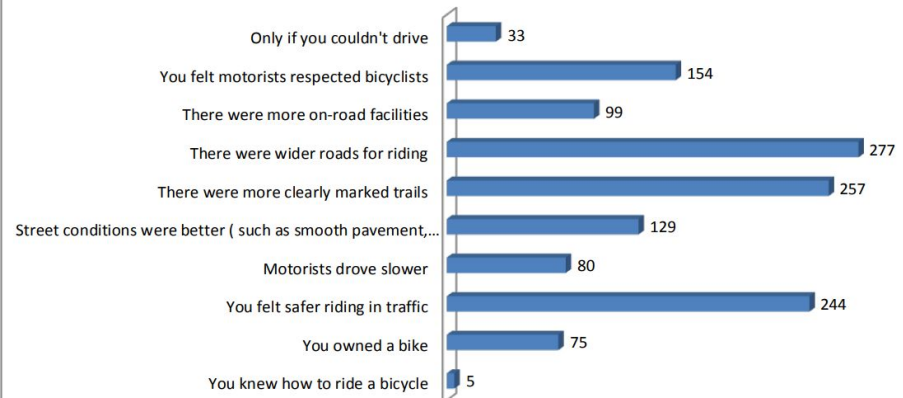
Community feedback:

- “Would you or your family members walk or bike to or within any of the previously listed destinations (schools, parks, greenways, etc.) if better and/or safer facilities were provided?”
 - **68% say Yes, 32% say No**

Plan goals:

1. **Increase “walkability”** in the Village of Pinehurst
2. **Create a pedestrian network** that is an important part of the urban structure.
3. **Promote walking** as a healthy exercise
4. **Create a pedestrian environment** that is friendly to all users - including seniors, disabled persons and children
5. **Improve connections** between disparate parts of the Village
6. **Promote pedestrian safety**

Would you ride your bike more if: (Check all that apply)





Pinehurst Comprehensive Pedestrian Plan (2015)

Existing conditions:

- Sidewalk inventory map in [Figure 2-1](#)
- “Overall, most of the existing sidewalks in Pinehurst are in good condition. The major issues for the overall pedestrian system [are:](#)”
 - ADA accessibility
 - Lack of sidewalks
 - Lack of Connectors
 - Debris
 - Poor repair
- “There are several busy intersections serving both vehicular and pedestrian traffic within the Village. Some intersections offer safe pedestrian facilities such as those in the Market Square/Chinquapin Road area. However, **there are many other intersections within the Village that will require safety upgrades** like pedestrian signals, marked crosswalks, areas of refuge, tactile warning devices, curb ramps, paved path or a combination of these needs in order to protect pedestrians as they navigate near vehicular traffic.”

Recommendations:

- **Priority project list in [Appendix D](#)**
- “**This pedestrian plan proposes expanding the existing greenway corridor** - creating a network that can connect into similar projects initiated by immediate neighboring communities. The completion of these projects would prove to be an important asset to both the Pinehurst and neighboring communities by providing clear and safe routes between area towns, extra-territorial planning jurisdictions and the Village - as well as creating a possible attraction that could increase the number of visitors to the area.”
- “The Pinehurst Pedestrian Plan proposes numerous pedestrian projects composed mainly of **sidewalks, natural surface trails and intersection improvements.**”
- **Potential funding sources found [here](#)**



Pine Knoll Shores Ped Plan (2011?)

Residents of Pine Knoll Shores and visitors alike enjoy an active healthy lifestyle based largely on walking in an attractive setting boasting sandy beaches and lush vegetation. Walking is desired on safe walkways that connect neighborhoods and provide pedestrian facilities to beach access points, the Aquarium, Public Library, Town Hall and Veterans' Park. A sidewalk along NC 58 with crosswalks provides a safe place to walk or push a stroller and connects with walkways in Atlantic Beach. Walkways are built to Americans with Disabilities Act standards so that everyone can easily use them and are designed to be cost effective. Pedestrians can take a break on benches conveniently located along walkways. Pedestrian facilities contribute to the vitality and ambiance of Pine Knoll Shores.



Pine Knoll Shores Ped Plan (2011?)

[Pine Knoll Shores Pedestrian Plan](#) | House Districts: [13](#) Senate Districts: [1](#) | Project consultants: Coastal Planning and Design PLLC | RPO: Down East | [Government Website](#) | County: Carteret

Plan Recommendations:

- Facility recommendations—Crosswalks
 - Oakland Dr., Juniper Dr., Mimosa, Clam Digger Beach Access, Bacon's Ranch Beach Access
- 5' wide sidewalk along Highway 58
- [Priority Project Recommendations](#)
- All facilities shall meet standards of the Americans with Disabilities Act.
- Area with significant pedestrian traffic should feature eight- to ten-foot wide sidewalks.
- Programs: Volks Walks, Pedestrian Advocacy Group
- Policy: [Zoning regulations](#)

Existing Conditions:

- An aging population: 65% from 55-75+ years old
- The beach is a popular public pedestrian facility in Pine Knoll Shores.
- There are three streets on NCDOT rights of way in Pine Knoll Shores. They are NC 58, Pine Knoll Boulevard between NC 58 and Roosevelt Drive and Roosevelt Drive which leads to the NC Aquarium at Pine Knoll Shores. There are no sidewalks on any public street right of way in Pine Knoll Shores.

Existing Plans: CAMA Core Land Use Plan, Town of Pine Knoll Shores - 2007 Recreation Survey, Tree Protection Ordinance

[FUNDING SOURCES](#)



Pine Knoll Shores Ped Plan (2011?)

Community Feedback: (152 surveys)

Q: Name destinations that you would like to have walkways to

Destination	#
NC 58	41
Atlantic Beach	30
Library	29
Aquarium	20

Comments Summarized:

The driving issues of the plan should be safety and cost. There is concern about the impact of removing vegetation on the right of way and the impact to adjacent residences. Attendees questioned the need for a walkway on Oakleaf between NC 58 and the Country Club. Possibly reduce speed limit on Oakleaf and enforce reduced speed limits, Construction workers speed. Recommendations on traffic calming could be included in the plan for Oakleaf Drive such as the installation of stop signs and reduced speed limits Oakleaf Drive floods and is not a good location to encourage pedestrians. Concrete walkways heave with roots. Boardwalks should be constructed of marine grade materials including hardware. Concern about the safety of people who use motorized wheelchairs operating them on public streets. They have no other options to get to grocery and drug stores.

7. List the top 3 unsafe locations for a pedestrian to cross a street in PKS. Be specific.

Location	#	Notes
Mimosa @ 58	61	Near neighborhood beach access
Oakleaf @ 58	32	Near public beach access & Hampton Inn
NC 58	22	Entire length is unsafe

8. List your top 3 priorities for public pedestrian facilities in Pine Knoll Shores by location & description.

Priority	#	
Highway 58 entire length	42	Entire length is unsafe
Mimosa @ 58	13	Near neighborhood beach access
Oakleaf @ 58	13	Near public beach access & Hampton Inn
Pine Knoll Blvd.	12	Street at traffic signal, leads to Town Hall and Roosevelt Drive
Crosswalk @ beach access	11	Pertains to any beach access

See Appendix A for complete list and number of times each location is listed for items in 6,7,and 8.



Pittsboro Bicycle and Pedestrian Plan (2020)



“Pittsboro will offer residents and visitors many options for bicycling and walking, through well-designed and beautifully maintained greenway trails, and bicycle and pedestrian friendly streets. A connected network of safe sidewalks, bikeways, and greenways strengthens economic vitality, enriches the sense of community, enhances recreation opportunities, and improves overall quality of life.”



Pittsboro Bicycle and Pedestrian Plan (2020)

[Pittsboro Bicycle and Pedestrian Plan \(2020\)](#) | House Districts: [54](#) and Senate District: [20](#)

Planning consultant: [ALTA Planning + Design](#) | RPO: [DCHC MPO](#) | [Government website](#) | County: Chatham

Plan Goals

- ENHANCE CONNECTIVITY
- PROTECT THE ENVIRONMENT
- PROMOTE EQUITY
- ENHANCE HEALTH
- INCREASE SAFETY
- INCREASE LIVABILITY





Pittsboro Bicycle and Pedestrian Plan (2020)

Community feedback

- **84%** say improving walking and biking conditions in Pittsboro is Very Important.
- **92%** would walk or bike more often if there were more sidewalks and bikeways in Pittsboro.
- **What is the likelihood that the following types of walking and biking facilities would influence you to bike more often?**
 - 1) Greenways (shared use paths) (83%)
 - 2) Separated bike lanes (physically separated from traffic) (68%)
 - 3) Sidewalks (77%)
 - 4) Safer Intersections (64%)
 - 5) Buffered Bike Lanes (56%)
 - 6) Bike Lanes (46%)
 - 7) Wayfinding Signage (37%)



LACK OF BICYCLE FACILITIES

While some specific streets in the the area “may be suitable for bicyclists accustomed to sharing the road with traffic, they are less suitable in their current condition for inexperienced bicyclists, particularly for children.

LIMITED PEDESTRIAN FACILITIES

A small sidewalk network is present mostly in and around the downtown. In addition to improving overall connectivity, there is room for improvement in design - several crosswalks lack ADA accessibility. As older sections of sidewalk are improved / replaced, curb ramps and truncated domes, should continue to be incorporated.



Albemarle Comprehensive Bicycle Plan (2010)

Top 20 Priority Projects (10 in Phase 1, 10 in Phase 2)

Funding sources

Rank	Priority	Description of Improvement	Roadway / Location
1	Phase 1	Bike Lanes with Road Diet	Salisbury Avenue from US 52 to N. 2nd St.
2	Phase 1	Shared-Use Path	Abandoned RR (Old Mill) from N. 2nd St. to N. 3rd St.
3	Phase 1	Bike Route	SRMC to MLK Dr. via. 4th and 3rd Streets
4	Phase 1	Shared-Use Path	Abandoned RR from Salisbury Ave. to W. Main St.
5	Phase 1	Shared-Use Path	Abandoned RR from existing Greenway (W. South St.) to Old Aquadale Rd.
6	Phase 1	Bike Lanes with Road Diet	S. 1st / S. 2nd St. from South St to Rock Creek Park
7	Phase 1	Bike Lanes with Road Diet	W. Main Street from US 52 to S. Depot St.
8	Phase 1	Sharrows	Main St. from Depot St. to Pee Dee Ave.
9	Phase 1	Shared-Use Path	Little Long Creek from W. Main St. to Coble Ave.
10	Phase 1	Bike Route	From the int. of Rogers St. & Carolina Ave. to the int. of Coble Ave. & Commerce St.
11	Phase 2	Bike Lane Striping	Pee Dee Ave. from 4th St. to Ridge St.
12	Phase 2	Bike Lane Striping (with a segment of sharrows)	Park Ridge Road from N. 6th Street to Melchor Rd.
13	Phase 2	Shared-Use Path	Melchor Branch Creek sewer line from Little Long Creek to Monza Drive
14	Phase 2	Shared-Use Path	Little Long Creek sewer line from Morehead Park to Salisbury Ave and the Abandoned RR from Salisbury Ave. to N. 2nd St.
15	Phase 2	Climbing Bike Lane with Downhill Sharrows	Wiscassett St. from Laurel St. to Carolina Ave.
16	Phase 2	Shared-Use Path	Long Creek Sewer from Rock Creek Rd. to Coble Ave.
17	Phase 2	Bike Lanes, Bike Route, and Shared Use Path	MLK Dr., Wall Street to 24/27, Inger St to Henson St. and the sewer path to Leonard St.
18	Phase 2	Bike Lane Striping	NC 73 from Rock Spring Rd. to W. Main St.
19	Phase 2	Bike Route	East St. (and others) from N. 2nd St. to Ridge St.
20	Phase 2	Bike Lane Striping	Ridge Street from Colonial Dr. to Freeman Ave.

- “There is currently no dedicated funding source for bicycle projects, and the City has not funded bicycle projects in the past. The currently planned Roger F. Snyder Greenway System is funded by a state grant and federal stimulus dollars.” (p.3-5)
- Potential funding sources listed in [Appendix L](#)

Complete Streets vision: “By policy, Albemarle’s streets should all be designed to completely accommodate all types of transportation users including automobiles, transit, bicycles, and pedestrians. The provision of transit, bicycle and pedestrian facilities shall be embraced by policy as a primary element in accommodating travel demand and relieving congestion on all new streets in the City of Albemarle and before street projects are undertaken.”



Albemarle Comprehensive Bicycle Plan (2010)

Related plans and information

- [Albemarle Comprehensive Pedestrian Plan \(2007\)](#)
- [Carolina Thread Trail](#) - albeit short (0.8 miles) Albemarle's [Roger F. Snyder Greenway](#) is part of CTT.
- [City of Albemarle Land Use Plan 2028 \(2009\)](#)
- [City of Albemarle Walking Routes](#)





Pleasant Garden Bike Ped Plan (2014)

Pleasant Garden is a community that places great importance on the quality of life and health of its residents. By creating a network of bicycle facilities, trails, and sidewalks, the Town will encourage active lifestyles and promote transportation and recreational choices available to all citizens. Bicycle and pedestrian facilities will serve as safe and accessible connections between neighborhoods, recreational facilities, schools, and businesses. Pleasant Garden's downtown district will feature attractive streetscapes that are walkable and attractive to residents and visitors. Through connections to surrounding recreational facilities and greenways, Pleasant Garden will become a destination for cycling and outdoor recreation.



Pleasant Garden Bike Ped Plan (2014)

[Pleasant Garden Bike/Ped Plan](#) | House Districts: [59](#) Senate Districts: [27](#) | Project consultants: ALTA Planning & Design | MPO: Greensboro | [Government Website](#) | County: Guilford

Plan goals:

5-Year Goals

Create dedicated pedestrian and bicycling spaces that are protected and separated from vehicular traffic: 1) Pleasant Garden Road and 2) Alliance Church Road (24 likes) Promote Pleasant Garden as a destination for outdoor recreation (18) Improve intersection of Neelley and Pleasant Garden Road for pedestrians through crosswalk improvements and signalization (8) Develop a downtown master plan to define the downtown district and lower travel speeds on Pleasant Garden Road through signage and corridor improvements (4) Hold educational workshops about bicycle and pedestrian safety for all age groups, with emphasis on youth and seniors (3) Participate in Safe Routes to School planning and opportunities (2)

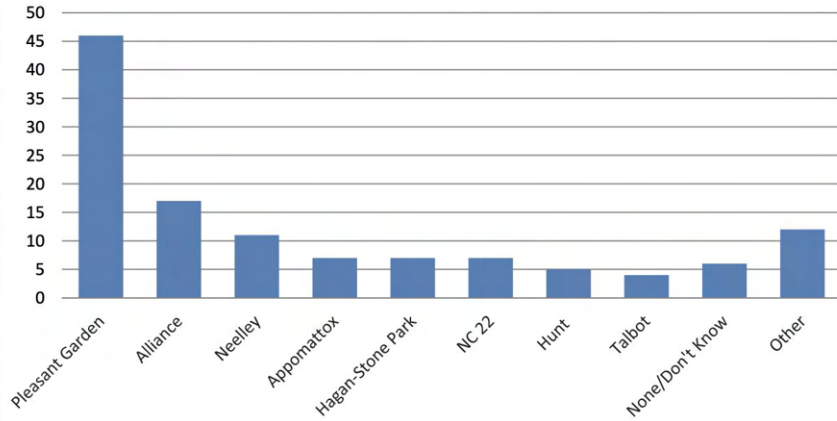
10-Year Goals

Construct greenway connections between local recreation facilities and regional parks and greenway systems: 1) Hagan Stone Park to Pleasant Garden Elementary School, Community Center and Town Hall (25 likes) Widen pavement widths to build paved shoulders through resurfacing plans (17) Sidewalks along primary roadways within ½ mile of Pleasant Garden Elementary (12) Improve key intersections identified for bicycle and pedestrian safety (7) Establish requirements in the subdivision ordinance to dedicate easements for proposed pedestrian and bicycle facilities in adopted plans (3).

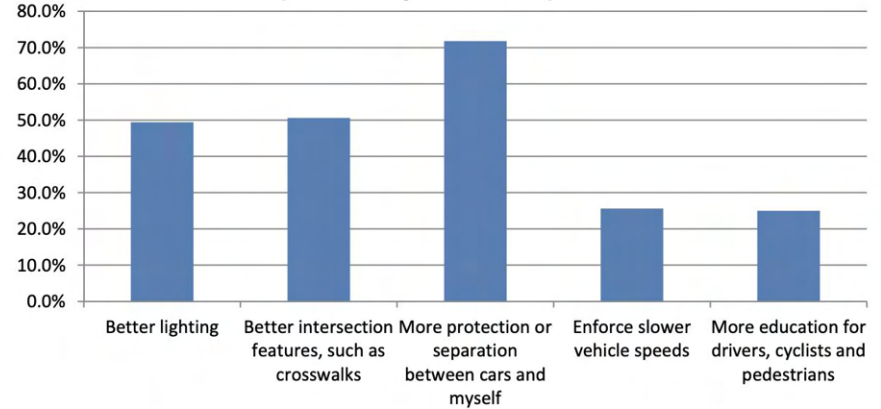


Pleasant Garden Bike Ped Plan (2014)

Which roadway in Pleasant Garden do you think would benefit the most from bicycling and pedestrian improvements?



**What would make walking or biking SAFE?
(Select up to three)**





Pleasant Garden Bike Ped Plan (2014)

Recommendations:

- [Priority Project List](#) (pg. 36-52)
- Policy Recommendations (pg. 56): Public access easements, pedestrian transportation along existing development, pedestrian access for new bridges, Complete Streets, Subdivision Pedestrian Connectivity
- Program Recommendations (pg. 59): Sidewalk and Trail Construction Fund, Sidewalk Maintenance Agreements with Property Owners, Establish Streetscape Committee, SRTS
- [Implementation Plan and Overview](#) and policy action steps pg. 71
- Facility Development Methods AKA FUNDING pg. 80



Raleigh Bicycle Transportation Plan

“This Plan provides a comprehensive approach toward identifying existing bicycle needs and deficiencies, presents recommendations to address those deficiencies, examines optimal design and policy improvements, and identifies implementation strategies for the development of quality bicycle facilities and programs. The plan provides a program of action for addressing the immediate and long-term needs for bicyclists and bicycle facilities.”



Raleigh Bicycle Transportation Plan (2009)

[Raleigh Bicycle Plan \(2009\)](#) | House Districts: [66](#), [49](#), [34](#), [38](#), [11](#) | Senate Districts: [15](#), [13](#), [14](#) | Project consultants: I
RPO: I [Government Website](#) | County: Wake

Plan Goals:

- Provide bicycle connectivity to destinations throughout Raleigh and the region.
- Provide a viable alternative to driving by developing bicycle facilities.
- Create an environment where all types of bicyclists including beginners and experts choose to bicycle to work, school, for shopping, for exercise, and for fun.
- Quadruple the 2000 census bicycle commute rate by 2015.
- Become designated as a “Bicycle-Friendly Community” by 2010 by the League of American Bicyclists.
- Complete the Top 25 bicycle network projects within the first five years of implementation.
- Launch new education, encouragement, enforcement and bicycle facility development programs

A) Bicycle Education and Encouragement Program

- Create a citizens Bicycle and Pedestrian Advisory Commission to meet on a regular basis and support implementation of this plan.
- Foster the creation of a Bicycle Mentor Program for new bicycle commuters to learn from experienced bicycle commuters.
- Produce online and hardcopy bicycle maps and obtain a variety of educational materials for distribution that cover bicycle safety, etiquette, and rules and regulations.

B) Bicyclist and Motorist Enforcement Program

- Establish an easy-to-use and well publicized bicycle and pedestrian enforcement hot line.
- Provide officers with an educational handout to be used during bicycle-related citations and warnings
- Training for law enforcement and law enforcement programs that focus on bicycling-related issues

C) Bicycle Facility Development Program

- Hire a full-time multi-modal planner at the City-level
- Establish regular CIP funding for roadway retrofits and restriping Integrate bicycle-related improvements with scheduled roadway maintenance and restriping projects



Raleigh Bicycle Transportation Plan (2009)

Existing Conditions:

- Bicycle Lanes in Raleigh (as of Fall 2008):
 - Edwards Mill Road (Wade Ave to Duraleigh)
 - Reedy Creek Road (Edwards Mill Road to Blue Ridge Road)
 - Ridge Road (Wade to Blenheim)

The bicycle lanes have minimal bicycle lane markings and Ridge Road, because of on-street parking issues, has no bicycle lane marking at all.

- In general, additional bicycle parking is needed throughout the City of Raleigh, especially in the Downtown and NC State areas and at other destinations. A number of examined destinations featured bicycle racks and other amenities at sites including NC State University, Cameron Village, and the North Carolina Museum of Art

Community Feedback (700+ respondents):

Q: Which of the following factors prevent you from bicycling or from bicycling more often? 77% said a lack of bicycle lanes, shoulders, or paths 67% said 'inconsiderate motorists' 62% said high-speed traffic 63% said narrow lanes 53% said heavy traffic

Four major roadway concerns:

- The lack of on-road bicycle facilities
- The high frequency of driveways and parking lot curb-ups
- Improve bicycle access to greenways: T
- Automobile traffic

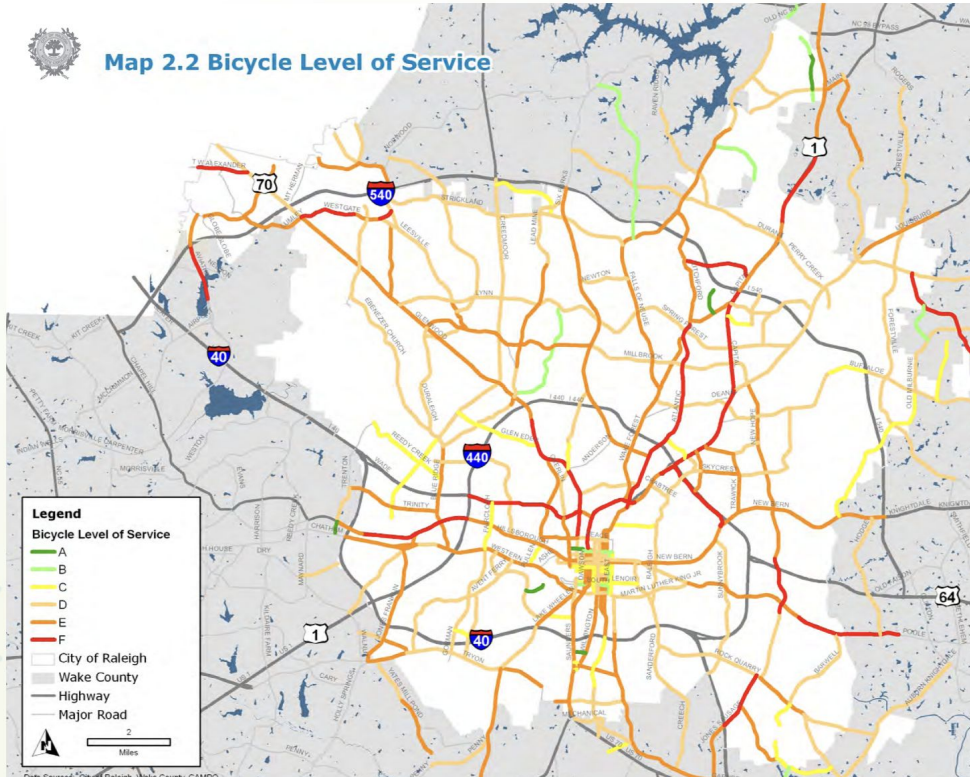


Raleigh Bicycle Transportation Plan (2009)

- *We see all types of cyclists—beginners to experts—out riding to work, to school, for fun, for shopping, and for exercise.*
- *The streets of Raleigh will accommodate bicycling within the existing street network, with bicycle safety as a goal for all roadway projects.*
- *Bicycle projects will be strategically placed, with connections to major destinations, trailheads, and transit as priorities for overall multi-modal transportation.*
- *Connectivity to other cities, towns, and their bicycle route networks will provide access to regional destinations. Institutional support, staffing, and resources will be available for Plan implementation and facility maintenance.*
- *Education programs and enforcement of laws will increase safety and build courtesy between drivers and cyclists.*
- *Bicycle policy will be integrated into City codes, and bicycle culture will be integrated into City life. Land use in Raleigh will accommodate bicycling with increased density, thereby reducing the distance between destinations.*
- *Bicycle facilities provide a viable alternative to driving, thereby reducing overall motor vehicle traffic congestion and improving the health of residents and the environment.*
- *When bicycle facilities and increased density are combined with services (such as covered parking, bicycle stations, showers at employment centers, wayfinding amenities and bicycle rentals), bicycling in Raleigh becomes more comfortable, convenient and efficient than driving*



Raleigh Bicycle Transportation Plan (2009)



Question: How do you rate present bicycling conditions in the Raleigh area?

- 53% described current bicycling conditions in Raleigh as poor
- 46% described current bicycling conditions in Raleigh as fair
- 1% described current bicycling conditions in Raleigh as excellent

Expressed Need: A comprehensive approach to bicycle facility, program, and policy development is needed.

Question: What bicycling destinations would you most like to get to?

- 80% would like to bicycle to existing trails and greenways;
- 72% would like to bicycle to Downtown;
- 70% would like to bicycle to work;
- 70% would like to bicycle to parks.

Q: Which of the following changes would encourage you to bike more often? 84% said more bicycle lanes 67% said more off-road bicycle paths

Q: How do you feel drivers in your area typically behave around bicyclists? 70% felt that motorists pass bicyclists too closely 60% felt that motorists drive too fast



Raleigh Bicycle Transportation Plan (2009)

Recommendations:

- Develop bicycle facilities ([Bicycle network](#))
- Educational, Encouragement, and Enforcement Programs (e.g. create BPAC, motorist education, events, etc.)
- [Policy recommendations](#) (Complete Streets, economic development strategy, parks, recreation, and greenway plan)
- [Implementation](#)



Richmond County

House Districts: [52](#) and Senate Districts: [29](#)

RPO: [Lumber River RPO](#)

- No official bicycle or pedestrian plan found.
- A brief Richmond County Comprehensive Transportation Plan [here](#)
 - [Richmond county bicycle map \(2015\)](#)
 - [Richmond county pedestrian map \(2015\)](#)

Related plans:

- [City of Rockingham Land Use Plan \(2013\)](#)



The City of Rocky Mount Bike Plan (2018)

“The City of Rocky Mount will offer residents and visitors a low-stress biking experience through a network of connected and well-designed greenway trails and bicycle-friendly streets. People of all ages, abilities, and incomes will be able to safely and conveniently bike to where they live, work, play and learn.”



Rocky Mount Bike Plan (2018)

[Rocky Mount Bike Plan \(2018\)](#) | House Districts: [25](#), [23](#) Senate Districts: [11](#), [5](#) | Project consultants: ALTA Planning & Design | RPO: Upper Coastal Plain | [Government Website](#) | County: Edgecombe and Nash

Plan Goals:

- Increase Safety
- Improve Access
- Create a Positive Economic Impact
- Enhance Health
- Promote Equity
- Protect the Environment

Greenway Trail Priorities:

Cowlick Trail, Monk to Mill Trail, Parkers Canal, BBQ Trail, Wesleyan College Trail Connection

Bikeway Priorities: Franklin and Church Separated Bike Lane, Virginia St., Eastern Ave Bike Blvd, Avondale Ave.

Existing Conditions:

- [Map series](#)

Opportunities	
Density of Key Destinations	Key destinations and targeted areas for bicycling in Rocky Mount are concentrated in the downtown and surrounding area.
Future Development	There is momentum behind the redevelopment in and around the historic Rocky Mount Mill on the north side of town. The development includes a mix of live-work-play space.
Regional Planning	Concurrent to this bike plan, Rocky Mount conducted a study to complete a regular update to its long-term metropolitan transportation plan, "Connect 2045," which outlines recommendations for transportation investments across all modes. The bicycle-related recommendations have been incorporated into this plan.
Challenges	
Natural Barriers	The Tar River is a major barrier for transportation of any form in Rocky Mount. Providing bicycle facilities across the river along existing roadway crossings is key to ensuring safe access for bicycling.
Man-made Barriers/ Substandard Design	Multi-lane highways and interstates present significant barriers to safe bicycling, especially for less experienced bicyclists and children. Providing off-street bicycling facilities that are safe and accessible for people of all ages and abilities will allow more people to comfortably bicycle away from the high traffic volumes and speeds on major highways.



City of Rocky Mount Bike Plan Plan (2018)

Plan goals in [Executive Summary](#)

- **Increase Safety**
- **Improve access**
- **Create a positive economic impact**
- **Protect the environment**
- **Promote equity**
- **Enhance health**

Community Support

Community input and support for this project was gathered from a steering committee, public outreach events, a public input survey, and public workshops. Through this input, priorities for projects, programming, and policies were identified for improving the bicycle experience from both an environmental and cultural perspective through infrastructure investments, education, and other strategies.



City of Rocky Mount Bike Plan Plan (2018)

Community feedback

This summary section highlights key findings:

- 72% of respondents believe that improving bicycle facilities in the region is important (30.6%) or very important (41.4%)
- 56% of respondents would like to see more off-street bicycle facilities in the region, and 41% of respondents would like more on-street facilities.
- To “What prevents you from biking more in Rocky Mount?” 48% of respondents listed roads and intersections do not feel safe for biking as a reason, 43% listed aggressive motorist behavior.
- 55.6% of respondents preferred expanding the bicycle network over filling gaps in the existing network.

A formalized Vision Zero policy and plan would signify that Rocky Mount is committed to improving road safety for all users. A city-wide Vision Zero effort would be a concerted effort between Rocky Mount, Nash and Edgecombe County and regional agencies, advocacy groups, schools, businesses, and nonprofit organizations. Implementing Vision Zero in Rocky Mount would require education, enforcement, and design components in order to make a broad scale impact. Strategies for implementation could include enforcement efforts to target behaviors that endanger all types of road users, outreach efforts to community members, and safety improvements where there are the largest numbers of pedestrians and bicyclists.



City of Rocky Mount Bike Plan Plan (2018)

Top 4 Priority Projects

1 FRANKLIN AND CHURCH SEPARATED BIKE LANE

Providing bicycle lanes along Franklin Street and Church Street will create the foundation of a bicycle facility network in downtown Rocky Mount that will connect and attract people to the destinations in the area. The wide 3 lane road will undergo a road diet dropping motor vehicle travel lanes to two. The excess space will allow for a 10 foot separated bike lane.

2 VIRGINIA STREET 2-WAY BIKE LANE

A separated 2-way bike lane along Virginia Street can provide a direct connection to JW Parker Middle School and Baskerville Elementary School from downtown Rocky Mount and the Tar River Trail. By creating a separated facility, people of all ages and abilities will be able to feel comfortable riding along this corridor. Virginia Street has a minimum road width of 35 feet. A two-way separated bike lane requires less space than two one-way facilities. This scheme will necessitate the motor vehicle travel lanes to be narrowed but will alleviate the need for road widening or new construction. Additionally, the north side of the road will limit driveway conflicts.

3 EASTERN AVE BICYCLE BOULEVARD

Eastern Avenue was selected as a priority bicycle boulevard project in Edgecombe County because of the connectivity it provides between downtown and the location of the future Cowlick Trail. The tree-lined street is primarily residential and with less than 1,000 vehicles a day, is a prime candidate for bicycle boulevard treatments.

4 AVONDALE AVE BICYCLE BOULEVARD

Avondale Avenue was selected as a priority bicycle boulevard project in Nash County because it improves access between Rocky Mount Academy, Winstead Avenue Elementary, and Englewood Elementary School. The tree-lined street is predominantly residential and experiences less than 1,000 vehicles a day, making it an excellent option for bicycle boulevard treatments.



Rocky Mount Bike Plan (2018)

Recommendations:

- **Programs to create a safe biking culture:** Active Routes to school, SRTS, Police Department enforcement of speed limits and training program, bike maps, open street events, youth bicycle safety education courses,
- **Policy:** One of the most cost effective implementation strategies for Rocky Mount is to establish land development regulations and street design policies that promote bikeable infrastructure to be included in new development and capital projects.
 - [Development Ordinance Review Table](#)
- Also: Complete Streets, Vision Zero Policy and Plan, Dockless Bike Share and more (pg. 71-75)

- **Address Limited Access Highway (pg. 86) and river crossings (pg. 88)**
- [Greenway Development](#)
- [Top Four Bikeway Priorities](#)

Funding Sources: “There are multiple sources for state funding of bicycle and pedestrian transportation projects. However, state transportation funds cannot be used to match federally funded transportation projects, according to a law passed by the North Carolina Legislature.”



City of Rocky Mount Bike Plan Plan (2018)

Funding sources

- STATE FUNDING SOURCES There are multiple sources for state funding of bicycle and pedestrian transportation projects. However, state transportation funds cannot be used to match federally funded transportation projects, according to a law passed by the North Carolina Legislature.
- All independent bicycle and pedestrian projects are placed in the “Division Needs” category, and are currently ranked based on 50% data (safety, access, demand, connectivity, and cost effectiveness) and 50% local input,



City of Rocky Mount Bike Plan Plan (2018)

Related plans and information

- [Town of Winterville Comprehensive Pedestrian Plan](#)
- [Bicycle & Pedestrian Master Plan for the Greenville Urban Area Metropolitan Planning Organization](#)



Rolesville Bicycle Plan

Rolesville Bicycle Plan | House Districts: [35](#) and Senate Districts: [18](#)
Project consultant: | MPO: [Capital Area MPO](#) | [Government website](#) | County: Wake

Rolesville [received a 2020 NCDOT grant](#) to create a new bicycle plan. The new plan is forthcoming.



Roxboro Ped Plan (2008)

“The City of Roxboro, like many North Carolina towns, has a pedestrian-friendly Downtown core with only scattered pedestrian facilities outside its core. The City has never had an ordinance requiring sidewalks with development. As a result, there is no substantial pedestrian network outside the Downtown area where there are major roadway corridors and need. This Plan focuses on pedestrian facility connectivity that will provide residents a safer, more viable transportation alternative. “



Roxboro Ped Plan (2008)

[Roxboro Pedestrian Plan](#) | House Districts: [2](#) Senate Districts: [23](#) | Project consultants: Greenways Incorporated | RPO: Kerr-Tar | [Government Website](#) | County: Person

Plan Goals:

- Increase pedestrian access to schools.
- Provide a connected and safe pedestrian network.
- Provide pedestrian access to lower-income areas and people who may not have an automobile.
- Produce a prioritized sidewalk network to guide the City.
- Develop a sidewalk subdivision ordinance.
- Develop a network of off-street based multi-use trails along utility corridors.
- Create more public awareness of economic and health benefits of walking.
- Improve connectivity between residential areas and new development into Downtown.
- Improve intersection crossing for pedestrians.
- Enhance community commitment to programming (engineering, education, encouragement, enforcement) of walking.

Pedestrian Conditions:

- Throughout Roxboro, there is a lack of connectivity in its sidewalk network. Growth that has occurred outside of Uptown has not typically provided connected, safe, pedestrian facilities leaving gaps between Uptown, trip attractors, and residences. This happened because adequate ordinances were not in place.
- Significant corridor deficiencies include:
 - US 501-Madison Boulevard (NCDOT road), Main Street, South Main Street, Chub Lake Street, Leasburg Rd, Morgan St.,
- Currently, there are no off-road greenway facilities in the City of Roxboro, but opportunities include:
 - Creek corridor/easement, Wal-Mart (US 501) - South Elementary School connector, Concord, Ridge, and Depot St.
- Most significant, signalized intersections in Roxboro need some form of improvement.



Roxboro Ped Plan (2008)

Early Comment Form Responses (Over 200 completed as of May 8)

Top Roadways in need of Pedestrian Improvements:

Madison Blvd - 47 responses

Main Street - 24 responses

Ridge Road - 20 responses

Long Avenue - 12 responses

Carver Drive - 9 responses

Lamar Street - 6 responses

96.2% say the goal of a walkable community is very important or somewhat important. (71% said very important)

88.1% say the **availability of a safe route** plays a role in determining whether or not to work to a destination

The most important factor discouraging walking was **lack of sidewalks and trails**.

The majority of respondents walk for recreation or exercise. Still, over **30% walk as a means of transportation** to a destination.

Q: Should public funds be used to improve pedestrian options and facilities?

A: Yes (92.6%)

Q: Which of the following factors play a role in whether or not you walk to a destination?

A: Availability of safe route (88.8%)

Q: What factor discourage walking?

A: Lack of sidewalks and trails (81.9%)

Q: What actions do you think are most needed to increase walking in the community?

A: New Sidewalks

I. How important to you is the goal of creating a walkable community? (select one)			
		Response Percent	Response Count
very important		71.8%	186
somewhat important		25.1%	65
not important		3.1%	8
answered question			259
skipped question			3



Roxboro Ped Plan (2008)

Pedestrian Network:

- [Network corridors](#)
- [Program \(pg. 49-57\) and policy \(pg. 57-60\) recommendations](#)
 - Public Education, Encouragement Programs, Motorist Enforcement
- Additions to City Ordinance: Sidewalk Dedication Sidewalks should be expressly required for new development in the City of Roxboro Zoning Ordinance, Section 8: Street Access.
 - The following language is suggested for use in a new subsection, '8-3', as adapted from model ordinances that have successfully produced pedestrian-friendly environments:
 - "Sidewalks shall be constructed along both sides of all streets except alleys, and rural roads. Residential sidewalks shall be a minimum of 5 ft in width. Sidewalks serving mixed use and commercial areas shall be a minimum of 8 ft in width (12 – 15 feet is required in front of retail storefronts). All new sidewalks in the downtown area shall be paved in brick pavers. All other sidewalks may be concrete, pavers, or similar material. Sidewalks should not be constructed without an adequate planting strip unless on-street parking protects pedestrians."
- [Implementations Plan and Action Steps](#)
- [Pedestrian Facility Development:](#)



Rutherford College & Valdese Comprehensive Pedestrian Plan (2016)

“Become walkable communities with connected sidewalks and off-road pathways that allow their citizens safe, pedestrian access within and between both towns.”



Rutherford College & Valdese Comprehensive Pedestrian Plan (2016)

[Rutherford College & Valdese Pedestrian Plan](#) | House Districts: [86](#) | Senate Districts: [46](#) | RPO: Foothills | County:

Burke

Comprehensive Plan Goals

- *Encourage low-impact, environmentally friendly businesses, including retail, service industries, and medical and professional offices.*
- *Explore design related guidelines and minimum standards regulating the aesthetic quality of new and existing development.*
- *Identify and acquire land in strategic locations to encourage appropriate development including open space preservation, greenways, parks and other passive recreation opportunities.*
- *Preserve the community's open spaces through density controls and zoning and subdivision regulations*
- *Require open space as a percentage of total acreage, in the form of shared or community open space or buffers in new subdivisions*
- *Determine the feasibility of a greenway through town*
- *Explore feasibility of buried utilities down Malcolm Blvd. & Provide more lighting*



Rutherford College & Valdese Comprehensive Pedestrian Plan (2016)

Education for Law Enforcement

As pedestrian and bicyclist volumes increase across the country, many jurisdictions are realizing that training of law enforcement officers related to non-motorized road users needs to be updated and augmented. Officers must not only enforce the laws, but also set a positive example for other drivers by complying with crosswalk laws and operating their cruisers safely. Officer training should include a refresher course on state laws relating to pedestrians, including the definition of an unmarked crosswalk and driver responsibilities at all crosswalks and under what circumstances it is legal for a pedestrian to cross at mid-block. In areas with new pedestrian enforcement programs, it is not uncommon for police to issue tickets to pedestrians for crossing at mid-block even though the pedestrian was not between two adjacent signalized intersections, for example. Officers, along with other municipal employees, can also benefit from education about the physical and mental health benefits of walking.



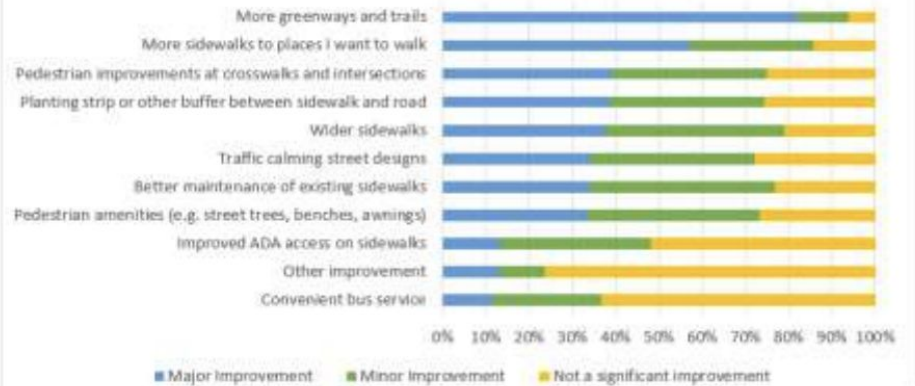
Rutherford College & Valdese Comprehensive Pedestrian Plan (2016)

3. Which factors discourage you from walking in Valdese and Rutherford College?



- The lack of greenways or trails is cited by 54% of respondents as a major factor that discourages them from walking.
- Comparatively, the lack of sidewalks is cited by just 39% of respondents as a major factor.
- A similar proportion of respondents (35%) cited a lack of destinations within walking distance as a major factor.
- Lack of street lighting is a major factor for 25% of respondents.

4. Which of the following improvements would encourage you to walk more often?



- Over 80% of respondents rated greenways and trails as a major improvement that would encourage them to walk more often.
- More sidewalks was cited by 54% of respondents as a major improvement.



Rutherfordton Bike Ped Plan (2017)

“The Town of Rutherfordton has a strong commitment to improving its bicycle and pedestrian planning efforts and has identified these goals in the town’s Comprehensive Plan and its Small Town Economic Prosperity (STEP) initiative. The Town of Rutherfordton Bicycle and Pedestrian Plan (plan) is the town’s latest effort to promote multi-modal mobility and will help guide these efforts for the town, the Isothermal Rural Planning Organization (RPO), the North Carolina Department of Transportation (NCDOT), and associated local and regional partners. The focus of the development of this bicycle and pedestrian plan is to define the vision and goals, outline recommendations, and identify programs and policies for implementing bicycle and pedestrian infrastructure and amenities to increase active lifestyles and quality of life elements.”



Rutherfordton Bike & Ped Plan (2017)

[Rutherfordton Bicycle and Pedestrian Plan](#) | House Districts: [113](#) | Senate Districts: [48](#) | Project consultants: AECOM
Technical Services of North Carolina | RPO: Foothills | County: Rutherford

Plan Goals and Objectives (pg. 11):

- “Improve Mobility through Bicycle and Pedestrian networks”
- “Provide Bicycle and Pedestrian Education”
- “Promote Environmental, Public Health, and Safety Benefits of Biking and Walking”
- “Encourage Economic Benefits of Biking and Walking”
- “Connect Cultural Sites and Natural Resources”

Existing Conditions:



Rutherfordton Bike Ped Plan (2017)

Related Plans:
Rutherford County Land
Use Plan (2001)
Town of Rutherfordton
Master Plan (2006)



Salisbury Comprehensive Bicycle Plan (2009)

[Salisbury Comprehensive Bike Plan \(2009\)](#) | House Districts: [76](#) and Senate Districts: [33](#) | Planning Consultant: Wilbur Smith Associates and Mobility Solutions | MPO: [Salisbury-Wicomico](#) | County: Rowan | [Government Website](#)

General Plan Goals: Proposed [Programs](#), [Policies](#), and [Facilities](#) (each link is separate):

[\(expanded version linked here\)](#)

1. Safety
 2. Interconnectivity
 3. Accessibility
 4. Design
 5. Education
 6. Encouragement
 7. Enforcement
- A Bicycle Network that with connected and direct routes to parks, schools, greenways, residential and commercial areas.
 - a. the City of Salisbury should designate loops that utilize existing streets and/or greenway trails/multi-use paths to serve adjacent uses such as parks, community centers, transit stops, and others.
 - i. Historic Districts Tourism Loop, Family Friendly Loop, Park Loop, Southern Connection Loop
 - b. “*Out and Back*” Routes designed for longer trips and more experienced riders, connecting key recreation destinations
 - i. Hurley Family YMCA to Community Park Out and Back and Downtown Salisbury to Dan Nicholas Park & High Rock Lake Out and Back
 - Provide sheltered, secure bicycle storage facilities (lockers) at retail locations, employment and transit centers, bike racks on public transit as well as signage indicating bike paths/loops
 - [Bike Share](#) and [Educational programming](#): workshops, k-8 programming, multilingual bike maps, etc.



Salisbury Comprehensive Bicycle Plan (2009)

Community Feedback:

90.4% of Salisbury residents responded as very supportive or somewhat supportive of new development to include bicycling facilities such as bike lanes, racks, greenways, etc.

Crash Data

On Road	From Road	Toward Road
MAIN ST	MILDRED ST	
JULIAN RD	JAKE ALEXANDER BLVD	CORPORATE CIR
LONG ST	PARK AVE	CEMETARY ST
HORAH ST	PARTEE ST	MONROE ST
MYRON PL	HARRELL ST	
MOORESVILLE RD	MOORESVILLE RD	LINCOLTON RD
OLD CONCORD RD	MONROE ST	SHAVER ST
INNES ST	GREEN ST	BOUNDARY ST
INNES ST	ACRERT AVE	GROVE ST
STANLEY ST	MAUPIN AVE	MITCHELL AVE

Existing Conditions:

Existing conditions that pose obstacles to the implementation of safe and efficient bicycle thoroughfare route planning include at-grade railroad crossings, narrow bridges, streets with high average or 85th percentile speeds, and streets with heavy average daily traffic volumes.

Recommended Bicycle Thoroughfares and Proposed Improvements:

Brenner Ave.	Recommended improvements include resurfacing and adding edgeline and center line striping (2-3 foot width on outside edges). Bicycle route signage should then be added. <i>This is a high priority route</i> , given the connection to the VA Hospital and the YMCA, Kelsey Scott Park, and West End Community Park greenway connections.
Airport Rd.	It is recommended that this route be restriped to provide two ten-foot lanes with four-foot wide striped bicycle lanes in each direction of travel. This route should also be signed as a bicycle thoroughfare. This is a <i>high priority</i> .
South Arlington Rd.	The multi-use path, already separated from car traffic, should be signed as a numbered bicycle route. This minor improvement <i>is a high priority</i> .



Salisbury Comprehensive Bicycle Plan (2009)

Proposed Improvement Priorities:

Existing Plans:

- Land Development Ordinance (2007)
- Salisbury Vision Plan (2020)

Detailed list of roads and Implementation of Improvements linked [here](#).

Street	Begin	End	Improvement	Category	Priority
Clubhouse Drive	Confederate Avenue	Jackson Street	edge lines to provide three feet of width on the outside edges and bicycle route signs	Restripe	Short Term
Confederate Avenue / Maxwell Street / 13th Street	West Henderson	Main Street	continued signage and white edge line to provide two-three feet of bicycle width on the eastern end of Confederate Ave. and the entire lengths of Maxwell St. and 13th Street	Restripe	Short Term
Dogwood Road	North Road	Mocksville Avenue	Shared Bicycle Facility	Share the Road	Short Term
East Park Road / West Park Road	Mahaley Avenue	end of West Park Road	bicycle route and specific loop signs	Signage	Short Term
Enon Church Road	Statesville Boulevard	Woodleaf Road	Shared Bicycle Facility	Share the Road	Short Term
Fulton Street	West Henderson	Lincolnton Road	"Sharrow" pavement markings	Sharrows	Short Term
Fulton Street	Lincolnton Road	Main Street	"Sharrow" pavement markings ending at Mitchell Avenue	Sharrows	Short Term
Forestdale Drive / Welch road	Statesville Boulevard	end of right of way	Shared Bicycle Facility	Share the Road	Long Term
Majolica Road	Sherrill's Ford Road	Statesville Boulevard	widened to 32 feet with 11 foot lanes and 5 foot paved shoulder	Paved Shoulder	Long Term
McCoy Road / West Colonial Drive / South Milford Drive	Old Wilkesboro Road	Statesville Boulevard		Other	Long Term
Mooreville Road	Windmill/Harris Road	Main Street	widen 5-7 feet on both sides in the future	Paved Shoulder	Long Term
Old Wilkesboro Road	Brenner Avenue	McCoy Road		Other	Long Term
Stokes Ferry Road	Newsome Road	ETJ Limits	widen with 2-11 foot lanes and 5 foot paved shoulders	Paved Shoulder	Long Term



Saluda Bike and Ped Plan (2016)

“The Saluda Bicycle and Pedestrian Plan is a culmination of a planning process to improve bicycle and pedestrian safety, connectivity, and health and well-being through infrastructure projects and community policies and programs.”



Saluda Bike and Ped Plan

[Saluda Bicycle and Pedestrian Plan](#) | House Districts: [113](#) and Senate Districts: [48](#) | Project consultant: AECOM Technical Services of North Carolina | MPO: Isothermal RPO | County: Polk

Plan Goals and Objectives (pg. 2):

- “Improve safety for pedestrians and cyclists, with an emphasis on already heavily used routes.” (pg. 11)
- “Implement policies and programs to improve pedestrian and cyclist safety and educate the community.” (pg. 11)
- “Improve mobility by creating and providing safe pedestrian and bicycle networks, removing barriers and enhancing connections between community origins and destinations such as schools, stores, and churches.” (pg. 12)
- “Identify and develop bicycle and pedestrian accommodations along Saluda’s roadways.” (pg. 12)
- “Recognize the environmental and public health benefits of walking and biking.” (pg. 13)
- “Partner with schools, community groups, the county health department, environmental groups, and city government to plan and hold events that recognize and promote the health and environmental benefits of walking and biking and promote active living.” (pg. 13)
- “Provide connections between community origins and destinations, including cultural and historic sites through sidewalks and bike paths.” (pg. 14)
- “Create walking and bicycling information and wayfinding to tie Saluda’s historic downtown, its cultural and historic sites, and surrounding ecological resources.” (pg. 14)
- “Seek funding and partnerships to implement the Plan.” (pg. 15)
- “Identify funding sources and partnerships with local businesses, nonprofits, and the Isothermal Rural Planning Organization, NCDOT, and other regional planning and state agencies to implement the Plan.” (pg. 15)

Existing Conditions:

- “Some sidewalks such as those on Greenville and Henderson Street are in poor condition with cracks, broken pavement, and insufficient widths. Other sidewalks, such as those along Main Street downtown are smooth and are in relatively good condition with an adequate width. (pg. 44)
- “The crosswalks at Church Street north of Main Street and Main Street east of Greenville have an adequate width but could be enhanced with improved signage, pavement markings and pedestrian warning signals.” (pg. 44)
- “...the south side of Main Street, and poses a safety concern as vehicles approaching from the west have limited visibility of the crossing due to the bridge and the curve immediately after the bridge.” (pg. 44)
- No existing Bicycle Facilities (pg. 44)
- “Overall, the sidewalk network in Saluda is poor to moderate, as there are existing facilities but many need enhancements to improve safety expand the connectivity between prime destinations.” (pg. 44)

Related Plans:

Safe Routes to School Action Plan for Saluda (2011)
The Comprehensive Plan for Saluda North Carolina (2003)



Saluda Bike and Ped Plan

Recommendations (pg. 50):

1. An existing sidewalk network that connects many of the community resources in the City.
2. Secondary impacts such as economic growth or investments as a result of visitor population using bicycle and pedestrian facilities including nature trails.
3. An active Land Conservancy (the Saluda Land Conservancy) that can be partnered with to enhance access to the parks and natural areas around the town.
4. Capitalize on existing natural resources as a way to draw local and regional visitors.
5. Better access and mobility through local and regional bicycle routes and improved sidewalks and connectivity.
6. Improved health benefits as a result of safer and better connected bicycle and pedestrian facilities.
7. Coordinate with bicycle organizations/clubs to help develop local activities and events, such as a bicycle rodeo or providing bicycle helmets to children.

Recommendations:

- “For designated bike lanes with on street parking, the bike lane should be 5 feet at a minimum, and where parking is prohibited the bike lane should be 4 feet in width at an absolute minimum. Paved shoulders are recommended to be 4 feet wide at a minimum and should include pavement markings.” (pg. 97)
- “Sidewalks should be clear of obstructions such as utility poles, sign posts, fire hydrants, bike racks, newspaper stands, etc. These objects should be placed elsewhere, such as a planting buffer strip.” (pg. 98)
- “... the City should initiate a sidewalk maintenance program through the Public Works Department” (pg. 98)
- “Although children aged 5 to 15 are not yet old enough to drive, it can be expected that the majority will become automobile users. Educating elementary and middle school students (the future driving population) about bicycle and pedestrian safety provides excellent opportunity to make a difference in a two-fold manner. “ (pg. 100)

Community Feedback:

- “...the community views bicycle and pedestrian facilities as very important to improving the safety and wellbeing of the community and that there is wide support for implementing infrastructure projects as well as policies, ordinances, and programs.” (pg. 2)



Sandhills Regional Bicycle Plan (2019)

Vision Statement: “The Sandhills region will improve its bicycle network to create safe, comfortable, and accessible bicycle connections within, and between, communities. These improvements will generate economic opportunity, improve public health, increase safety, help protect the environment, and provide more mobility options to people of all ages, abilities, and incomes.”



Sandhills Regional Bicycle Plan (2019)

[Sandhills Regional Bicycle Plan](#) / RPO: Triangle Area County: Moore / Consultant: ALTA Planning + Design

Plan Goals:

- Increase Livability - Encourage bike-friendly development such as greenways and bikeways, as well as create user-friendly bicycle mapping and wayfinding in order to make navigating communities easier.
- Enhance Connectivity - Utilize the planning process to identify projects that can build upon existing local, regional, and state efforts to create a more convenient and accessible bike network for people of all ages and abilities. Identify the funding sources and strategies that could support such projects.
- Prioritize Projects that Create a Positive Economic Impact - Create projects that support the positive economic effects of bikeable communities, particularly high-impact/low-cost projects; communicate benefits to the public and elected officials.
- Protect the Environment - Promote cycling as an environmental good and market the benefits of active transportation on public health. Prioritize linkages to natural areas and establish programs to encourage cyclists to interact.
- Promote Equity - Ensure equitable distribution of infrastructure and programming to low-income and low car-ownership populations. Prioritize connections to employment centers, educational institutions, and places of interest for these communities.
- Increase Awareness to Improve Safety - Develop bicycle-specific education programs, policies and facilities that emphasize safety for all types of cyclists.
- Enhance Health - Encourage bicycle-friendly policies that improve health and wellness by increasing access to biking infrastructure and encouraging its use.



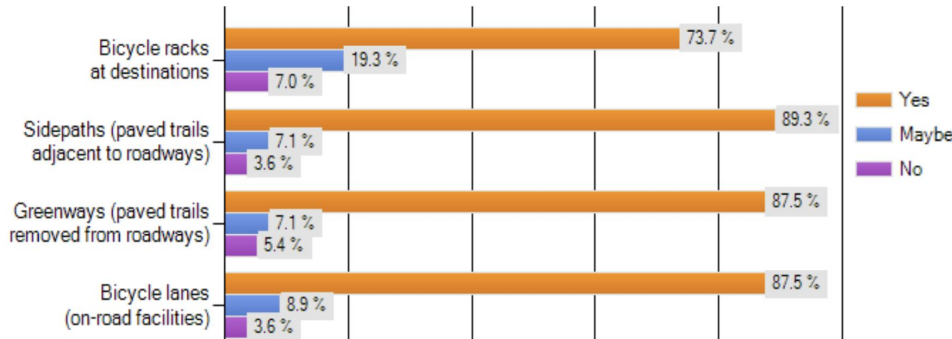
Sanford Comprehensive Bicycle Plan (2014)

Community feedback

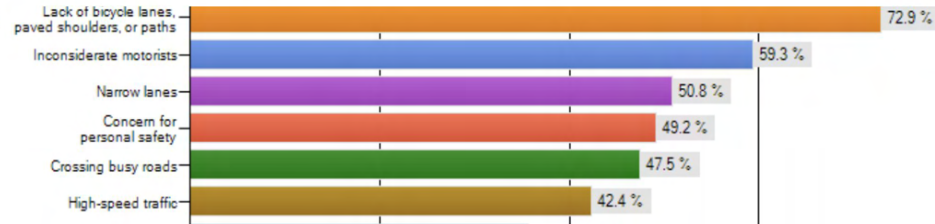
- 64% of respondents said bicycling in and around the city of Sanford is somewhat dangerous or very dangerous
- 76% of respondents rated improving bicycling conditions in Sanford as very important



8. WHICH OF THE FOLLOWING CHANGES WOULD ENCOURAGE YOU TO BIKE MORE OFTEN? (SELECT ALL THAT APPLY)



10. WHICH OF THE FOLLOWING FACTORS PREVENT YOU FROM BICYCLING OR BICYCLING MORE OFTEN? (SELECT ALL THAT APPLY)





Sandhills Regional Bicycle Plan (2019)

Community Feedback (440+ total respondents):

- 11% rate overall bicycling conditions in the region as good or very good, 31% rate overall bicycling conditions as fair, and 58% of respondents rate overall bicycling conditions in the region as poor or very poor.
- 78% bike for exercise, 56% bike to enjoy nature, 45% bike for social/family time.
- 70% are uncomfortable bicycling in the street with cars.
- According to respondents, the top three destinations that are most important to connect with the bikeways are parks within cities and towns, trails or greenways, as well as state parks and natural areas

Policy Recommendations:

- Develop and adopt local Complete Street Policies for each regional community. Update development regulations and engineering standards to include and reflect best practices for Complete Streets and bikeway design.
- Include requirements to require include bikeways in new development.
- Adopt bicycle parking requirements and standards in local zoning codes and engineering standards.

Barriers:

- The NC state bike route system connects through the region but there is a significant lack of dedicated bicycle facilities along the routes.
- Securing funding in order to collaborate with other infrastructural development initiatives in the region.



BikeWalk NC



Sanford Comprehensive Bicycle Plan (2014)

“This Plan provides a framework for the City of Sanford and other partners such as Broadway and Lee County, in establishing a comprehensive network of regionally and locally connected bicycle facilities throughout Sanford and Lee County”



Sanford Comprehensive Bicycle Plan (2014)

[Sanford Comprehensive Bicycle Plan \(2014\)](#) | House District: [51](#) and Senate District: [12](#)

Planning consultant: [Alta Planning & Design](#) | MPO: [Central Pines RPO](#)

Plan goals

- 1. Achieve local and regional connectivity through bicycle facility development, a comprehensive signage program that includes wayfinding, and awareness initiatives.**
- 2. Increase the miles of bicycle facilities available to residents and visitors who wish to safely travel to destinations, access points of interest, and enjoy the outdoors.**
- 3. Encourage residents and visitors to view bicycling as a form of transportation and as a way to achieve healthier and more active lifestyles by educating all users on the rules of the road and the benefits of bicycling.**



Sanford Comprehensive Bicycle Plan (2014)

Existing Constraints of Roadway Network

- High-volume, high-speed roadways:
- Narrow roadways and lanes
- Lack of curb and gutter
- Roadways currently designed for automobiles only

Table 2.2 Priority Project Segments for On-Road Bicycle Facilities

Project #	Road Name	From	To	Facility Type	Total Length (miles)	Prioritization Score
1	WOODLAND	Horner / NC 87	Main	bike lanes	1.516	30.35
2	CHARLOTTE	First	Eleventh	bike lanes	0.849	27.44
3	THIRD	Weatherspoon	Horner	bike lanes	1.931	27.44
4	BROADWAY	Horner / NC 87	Avents Ferry	paved shoulders	2.908	27.35
5	CARTHAGE	Carbonton	Moore	bike lanes	0.219	22.99
6	VANCE	Weatherspoon	Fields	bike boulevard/bike lanes	1.202	22.99

State Funding Sources

“The STIP contains funding information for various transportation divisions of NCDOT including: highways, aviation, enhancements, public transportation, rail, bicycle and pedestrians, and the Governor’s Highway Safety Program. Access to many federal funds require that projects be incorporated into the STIP. The STIP is the primary tool NCDOT uses to allocate state and federal funding to projects, making it the largest single avenue for securing project funding. “

Related plans

- [Lee County Comprehensive Transportation Plan](#)
- [TARPO Bicycle and Pedestrian Planning Framework](#)



Sanford Comprehensive Pedestrian Plan (2010)

“To promote a high quality of life through a well-connected, safe, and aesthetically pleasing pedestrian system that is available to and usable by all of the citizens of the City of Sanford.”



Sanford Comprehensive Pedestrian Plan (2010)

[Sanford Comprehensive Pedestrian Plan \(2010\)](#) | House District: [51](#) and Senate District: [12](#)

Planning consultant: [McGill and Associates](#) | MPO: [Central Pines RPO](#)

Plan goals

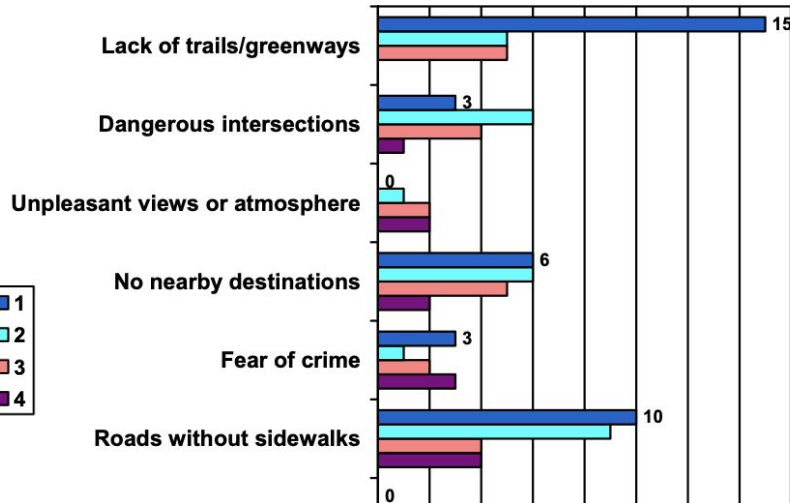
- **Increase Walkability in the City of Sanford**
- **Create a pedestrian network that is an important part of the urban structure**
- **Promote walking as a healthy exercise**
- **Create a pedestrian environment that is friendly to all users including seniors, the disabled and children**
- **Improve connections between disparate parts of the City**
- **Promote pedestrian safety**



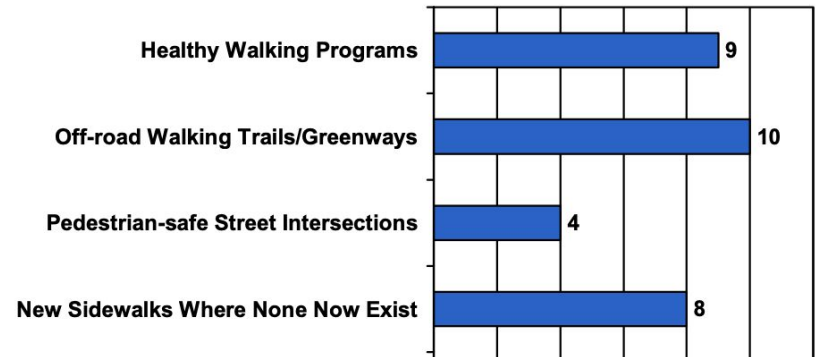
Sanford Comprehensive Pedestrian Plan (2010)

Community feedback

Rank the following reasons you don't walk or don't walk as often as you would like to, with 1 being the most important.



Rank the reasons below which would encourage you to walk more, with 1 being the most important: (the number shown here are for those ranked number one, for all results, see Appendix A.)





Sanford Comprehensive Pedestrian Plan (2010)

Existing Conditions

Overall, the existing sidewalks in Sanford are in good condition. The major issues for the overall sidewalk system are:

- Age
- Gaps
- Lack of Sidewalks
- Lack of Connectors
- Width
- Intrusive Vegetation
- Debris
- Discoloration

Related plans

- [Lee County Comprehensive Transportation Plan](#)
- [TARPO Bicycle and Pedestrian Planning Framework](#)

FUNDING

Develop a funding strategy. In order to undertake the proposed projects and secure adequate funding it will be necessary to develop a funding strategy. The strategy should allow the community to incrementally complete each of the suggested pedestrian facility improvements over a 10 year period. Opportunities are listed below:

1. The capital improvement program needs to include yearly appropriations for sidewalk, crosswalk and greenway development.
2. The annual operating budget needs to include monies for minor construction and maintenance of pedestrian facilities.
 - o Consider issuing a local municipal bond with monies allocated towards the pedestrian system.
- 3. Actively pursue the addition of roads within the City to NCDOT's TIP program for sidewalk and greenway development and improvement.**
4. Community Development Block Grants (CDBG) can provide money for capital improvements such as sidewalks and greenways in low income neighborhoods.



Sanford Comprehensive Pedestrian Plan (2010)

Recommendations

Based on Community input, Steering Committee input and existing conditions, several goals and objectives were established as a guide for recommendations. The following are the predominate themes that guided the development of the proposals:

- Increase connectivity from residential neighborhoods to destination areas
- Improve existing conditions and expansion of the pedestrian system in the Downtown areas
- Improve and repair existing non-compliant ADA pedestrian facilities
- Implement safe conditions for pedestrians where dangerous conditions exist
- Future development should be taken into consideration in regards to pedestrian facilities
- Improved connectivity of pedestrian facilities where gaps and barriers exist
- Educate the public on opportunities to exercise and the benefits of walking



Scotland County Comprehensive Transportation Plan (2016)

In December of 2013, the Transportation Planning Branch of the North Carolina Department of Transportation (NCDOT) and Scotland County initiated a study to cooperatively develop the Scotland County Comprehensive Transportation Plan (CTP), which includes Laurinburg, Maxton, Wagram and Gibson. This is a long range multimodal transportation plan that covers transportation needs through 2040. Modes of transportation evaluated as part of this plan include: highway, public transportation and rail, bicycle, and pedestrian.



Scotland County Comprehensive Transportation Plan (2016)

[Scotland County Comprehensive Transportation Plan](#) | House Districts: [48](#) and Senate Districts: [24](#)

Planning consultant: [NCDOT - Transportation Planning Branch](#) | RPO: [Lumber River RPO](#)

Related plans:

- [Laurinburg Walks Pedestrian Plan \(2015\)](#)
- [Laurinburg Bicycle Plan \(in progress\)](#)

Chapter 1: Analysis of the Existing and Future Transportation System

Section C: Bicycle and pedestrians on p. [1-22](#) and [1-23](#)

- “Bicyclists and pedestrians are a growing part of the transportation system in North Carolina. Many communities are working to improve mobility for both cyclists and pedestrians.”
- **“NCDOT’s Bicycle Policy, updated in 1991, clarifies responsibilities regarding the provision of bicycle facilities along the 77,000-mile state-maintained highway system.** The policy details guidelines for planning, design, construction, maintenance, and operations pertaining to bicycle facilities and accommodations. All bicycle improvements undertaken by NCDOT are based upon this policy. The 2000 NCDOT Pedestrian Policy Guidelines specifies that NCDOT will participate with localities in the construction of sidewalks as incidental features of highway improvement projects. At the request of a locality, state funds for a sidewalk are made available if matched by the requesting locality, using a sliding scale based on population.”
- “Inventories of existing and planned bicycle and pedestrian facilities for the planning area are presented on Sheets [4](#) and [5](#) of Figure 1.”



Scotland County Comprehensive Transportation Plan (2016)

Chapter 2: Recommendations

“This chapter presents recommendations for each mode of transportation in the 2016 Scotland County CTP as shown in Figure 1. More detailed information on each recommendation is tabulated in Appendix C. NCDOT adopted a **“Complete Streets” policy in July 2009**. The policy directs the Department to consider and incorporate several modes of transportation when building new projects or making improvements to existing infrastructure.” (p.[2-1](#))

[Section C: Bicycle](#)

“The **2015 Laurinburg Walks - Comprehensive Pedestrian Plan and the 2013 North Carolina Statewide Pedestrian and Bicycle Plan (WalkBikeNC)** were used to identify multi-use paths facilities within the county. These facilities were incorporated into the CTP and are shown on the Bicycle Map, [Sheet 4 of Figure 1](#). In accordance with American Association of State Highway and Transportation Officials (AASHTO), roadways identified as bicycle routes should incorporate the following standards as roadway improvements are made and funding is available:”

- Curb & gutter sections require a minimum 5 foot bike lanes or 4 foot wide shoulder lanes.
- Shoulder sections require a minimum of 4 foot paved shoulder.
- All bridges along the roadways where bike facilities are recommended shall be equipped with 54 inch railings.
- List of projects on p.[2-21](#)

[Section D: Pedestrian](#)

“The **2015 Laurinburg Walks - Comprehensive Pedestrian Plan and the 2013 North Carolina Statewide Pedestrian and Bicycle Plan (WalkBikeNC)** were used to identify pedestrian facilities, including multi-use paths, within the county. These facilities were incorporated into the CTP and are shown on the Pedestrian Map, [Sheet 5 of Figure 1](#). Additionally, during the development of the CTP, the following facilities were identified for pedestrian improvements.”

- List of projects on p.[2-22](#)



Seagrove Pedestrian Plan (2018)

“The historic Town of Seagrove will be a community where people of all ages and diverse backgrounds have access to pedestrian facilities and programs that promote exercise, wellbeing, safety, connectivity, support the local economy, and enrich the Town’s pottery and arts reputation.”



Seagrove Pedestrian Plan (2018)

[Seagrove Pedestrian Plan \(2018\)](#) | House Districts: [78](#) and Senate Districts: [29](#) | Planning consultant: [AECOM](#) | RPO: [Central Pines RPO](#) | County: Randolph

Plan Goals:

1. Identify and develop pedestrian programs and infrastructure projects to improve safety and enhance connectivity within the Town of Seagrove that complement the town's character and identity as the pottery capital of the United States.
2. Prioritize pedestrian infrastructure projects and aesthetic treatments for East Main Street in order to improve walkability, increase safety, and encourage economic development.
3. Provide wayfinding for pedestrian navigation between community origins and destinations, including cultural and historic homes and businesses.
4. Recognize and promote the health, economic, safety, and mobility benefits of active transportation.
5. Educate the community as to the benefits of pedestrian activity, applicable rules, and regulations.
6. Coordinate with Piedmont Triad RPO and NCDOT to implement the recommendations of the Plan.

Recommended Infrastructure Projects:

The existing pedestrian conditions of Seagrove were analyzed and prioritized according to three main selected corridors. Prioritization was based on stakeholder input, constraints, opportunities, safety, and connectivity. Project packages consisting of sidewalks, crosswalks, wayfinding signage, and wide paved shoulders were then recommended for each of the corridors. The corridors are listed below in priority order:

- East Main Street Corridor: Broad Street (US 220) to Ridge Road
- Old Plank Road Corridor: Ridge Road to East King Avenue
- North Broad Street Corridor: East Main Street and continues to East King Avenue



Seagrove Pedestrian Plan (2018)

State Funding Process for Transportation Improvements:

State Funding Process for Transportation Improvements In June 2013 the North Carolina General Assembly overhauled the process for funding state transportation projects with the Strategic Transportation Investments law (House Bill 817). This law establishes the Strategic Mobility Formula to allocate funds through a competitive process based on quantitative criteria and local input. The formula is intended: “to maximize North Carolina’s existing transportation funding to enhance the state’s infrastructure and support economic growth, job creation and high quality of life.” This formula is applied in creating the STIP, which is NCDOT’s ten-year transportation improvement plan for the state. The STIP is updated every two years and includes projects across six transportation modes: highway, aviation, bicycle/pedestrian, public transportation, ferry, and rail. Bicycle and pedestrian projects that are submitted through the NCDOT project prioritization process must meet the following requirements based on the latest round of prioritization (Prioritization 5.0):

- Minimum project cost of \$100,000
- Local governments are responsible for providing the necessary non-federal match (minimum 20 percent of the project’s total cost)
- Must be included in an adopted plan (pedestrian plans, bicycle plans, greenway plans, Safe Routes to School action plans, CTPs and long-range transportation plans)
- Right-of-way must be secured prior to receiving federal construction funding

Key Action Steps:

1. Adopt the Seagrove Pedestrian Plan.
2. Establish a BPAC that will be responsible for overseeing the implementation of the plan.
3. Strengthen partnerships with Piedmont Triad RPO and NCDOT Division 8.
4. Apply for Watch for Me NC.
5. Identify potential funding sources during town budget planning.
6. Apply for alternative funding sources for the plan’s projects and programs.
7. Include requirements for pedestrian facilities in town ordinances and policies.
8. Coordinate with Region 6 Active Routes to School Coordinator.
9. Partner with local artists and art organizations.
10. Prepare the Seagrove Pedestrian Plan Annual Report/Memo.



Sedalia Bicycle & Pedestrian Plan (2015)

“The Town of Sedalia will be a place where people of all ages and diverse backgrounds have access to bicycle and pedestrian facilities and programs that promote: exercise and well-being, safety, connectivity, and celebration and discovery of Sedalia’s rich culture and history.”



Sedalia Bicycle & Pedestrian Plan (2015)

[Sedalia Bicycle & Pedestrian Plan \(2015\)](#) | House Districts: [59](#) and Senate Districts: [26](#) | RPO: [GUAMPO](#) | County: Guilford | [Government Website](#)

Plan Goals:

- Goal 1 - Improve safety for pedestrians and cyclists, with an emphasis on already heavily used routes
- Goal 2 - Create and provide safe bicycle and pedestrian networks, remove barriers and enhance connections between community origins and destinations such as schools, stores, and places of worship
- Goal 3 - Encourage walking and biking to promote physical activity, health and well-being, sustainability and economic benefits
- Goal 4 - Connect Sedalia's cultural and historic sites through sidewalks and bike paths
- Goal 5 - Educate the community as to the benefits of pedestrian activity and applicable rules and regulations
- Goal 6 - Seek funding and partnerships to implement the Plan

Key Action Steps:

1. Adopt the Sedalia Bicycle and Pedestrian Plan
2. Establish a Bicycle and Pedestrian Advisory Committee or appoint a Town Council member
3. Form partnerships with Charlotte Hawkins Brown Historic Site, GUAMPO, and Sedalia Elementary School
4. Coordinate with NCDOT Division 7
5. Coordinate with GUAMPO to include infrastructure projects in the regional planning process
6. Amend Town Ordinances and Zoning
7. Apply for alternative funding sources for the Plan's projects and programs
8. Program local funds for bicycle and pedestrian projects



Sedalia Bicycle & Pedestrian Plan (2015)

STATE FUNDING PROCESS:

In June 2013 the North Carolina General Assembly overhauled the process for funding state transportation projects by ratifying the Strategic Transportation Investments (STI) Law (House Bill 817). This law establishes the Strategic Mobility Formula to allocate funds based on quantitative criteria and local input. The formula is intended to: “to maximize North Carolina’s existing transportation funding to enhance the state’s infrastructure and support economic growth, job creation and high quality of life.” The formula funds projects according to three categories: Division Needs (30%), Regional Impact (30%), and Statewide Mobility (40%). The local NCDOT division and Metropolitan/Rural Planning Organization (M/RPO) provide input in the Division Needs Category. Page 94 | 6.0 Implementation Strategy Bicycle and pedestrian projects (separate from facilities included as part of a roadway project) may only be funded through the Division Needs category and with certain restrictions. In the current STIP (2016-2025) bicycle and pedestrian projects represent 23% of Division Needs projects.



Shallotte Bicycle and Pedestrian Plan

Shallotte Bicycle and Pedestrian Plan | House Districts: [17](#) and Senate Districts: [8](#)
Project consultant: | RPO: [Cape Fear RPO](#) | [Government website](#) | County: Brunswick

Shallotte [received a 2021 NCDOT planning grant](#) to create a new bicycle and pedestrian plan. The plan is [ongoing](#).



Shelby Pedestrian Plan (2007)

“Rising costs of living and a change in social norms create dual income households, which, in turn, position families’ homes geographically between the employment areas. The pace of life has increased, free time has decreased, zoning laws and roadway markets have spaced land uses further apart, nutritional and exercise habits are slipping, and the public more commonly perceives the pedestrian as inferior, hazardous, or even dangerous. In fact, the words “dull” and “ordinary” appear in a thesaurus as synonyms for “pedestrian”. All of these factors make transportation by foot very difficult for those who currently walk, those who would prefer to walk but cannot, and those who will need to walk in the future.”



Shelby Pedestrian Plan

[Shelby Pedestrian Plan](#) | House Districts: [111](#) and Senate Districts: [44](#) | Planning consultant: [NCDOT - Transportation Planning Branch](#) | RPO: Gaston Cleveland Lincoln RPO | County: Cleveland

Plan Goals and Objectives (pg. 13):

1. Connect important destinations with sidewalks, greenways, and other pedestrian routes along roadways, utility lines, creeks, railroad lines or other potential corridors so that walking becomes a more viable transportation option.
2. Support and guide pedestrian-friendly land use decisions such as mixed-use zoning, connectivity, and infill that encourages a development style conducive to non-motorized transportation.
3. Improve safety and accessibility for pedestrians with a special concern for the disabled, elderly, children, and low income residents.
4. Improve environmental conditions and health by reducing air, water and noise pollution resulting from unnecessary vehicular traffic and by increasing physical activity.
5. Encourage economic and social vitality by creating greater opportunities for interaction at the human level rather than at the automobile level.
6. Promote awareness of the wide-ranging benefits of a pedestrian lifestyle throughout the community.
7. Update and maintain existing pedestrian facilities with the necessary funding and workforce.

Existing Conditions:

- “Special signage and treatments are used to identify crosswalks in a few areas with high levels of walking (Shelby has several marked crosswalks near its elementary schools), but intersection treatments such as walk signals for pedestrians are rare or non-existent.” (pg. 33)
- “Many residential areas designed in the late part of the 20th Century have no pedestrian facilities at all and roadway bridges and intersections near Highway 74 were designed to accommodate automobile travel only, which creates unique connectivity challenges.” (pg. 33)
- “Opportunities for longer-distance walking (i.e. between neighborhoods or to nearby commercial districts) are limited, possibly because of the distance to these areas and the lack of safe connecting paths.” (pg. 33)
- “...many of the neighborhoods surrounding uptown, as well as those developed in the 1960s, 70s, and 80s, have limited sidewalk provisions.” (pg. 33-34)



Siler City Pedestrian Master Plan (2013)

“The Town of Siler City will be a place where pedestrian connectivity and access is provided to people of all ages, abilities, ethnic and socio-economic backgrounds; where comprehensive pedestrian design is integrated into all future planning and development; where walking is encouraged and supported through a variety of programs; and where multi-modal transportation improvements create safe places for children to travel to school, allow citizens spend more time outdoors engaging in healthy activities, provide access to recreational areas, and enable residents of Siler City to enjoy a high quality of life”



Siler City Pedestrian Master Plan

[Siler City Pedestrian Master Plan \(2013\)](#) | House Districts: [54](#) and Senate Districts: [20](#) | Project consultant: [Atla Planning & Design](#) | MPO: [Capital Area MPO](#) | [Government website](#) | County: Chatham

Plan Goals

- Increase mileage of sidewalks and greenway trails.
- Increase pedestrian safety by reducing the number of pedestrian-related accidents each year.
- Improve sidewalk connectivity by filling gaps in the existing network.
- Reduce existing foot trails/dirt paths by providing new sidewalks and greenway trails.
- Improve transportation system in Siler City for non-motorists.
- Increase pedestrian activity in Siler City.
- Increase funding for pedestrian facilities to offer connections between priority destinations (restaurants, parks, downtown, schools, etc)
- Expand sidewalk system into neighborhoods located outside of the downtown.
- Engage the public to get more residents involved in the community.
- Raise awareness and educate decisionmakers, stakeholders, interest groups, and the public on the benefits of sidewalks, greenways trails, and active lifestyles.
- Complete top priority pedestrian projects by 2023 (10-year program).

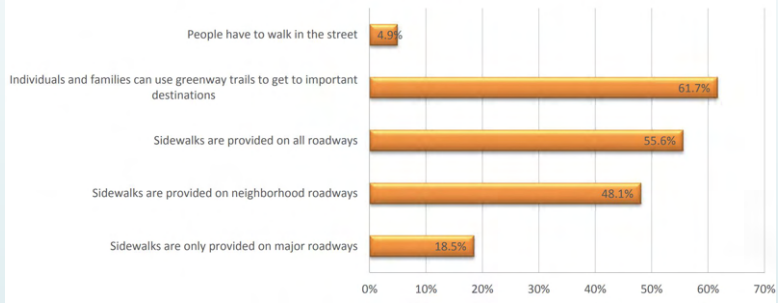
Programmatic Recommendations - Education:

- Public Education and Educational Devices Siler City could develop a variety of safety materials and distribute them throughout the community. Educational materials focus on safe behaviors, rules, and responsibilities. Information may include bulleted keys for safe pedestrian travel and habits, safe motor vehicle operation around pedestrians, and general facility rules and regulations. This safety information is often available for download from national pedestrian advocacy organizations, such as the Pedestrian and Bicycle Information Center website, www.walkinginfo.org. Furthermore, NCDOT is preparing a series of pedestrian education and enforcement materials which will be available for distribution to state jurisdictions in the fall of 2013.

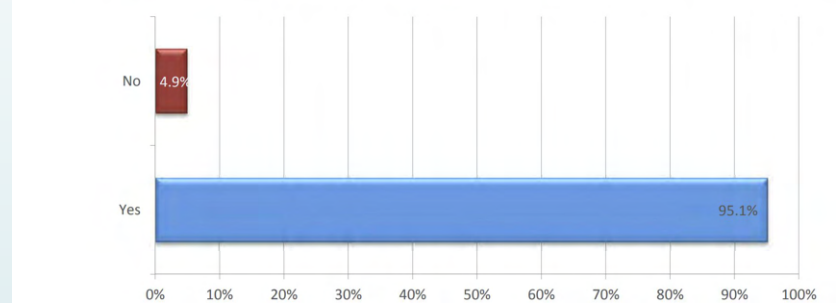


Siler City Pedestrian Master Plan

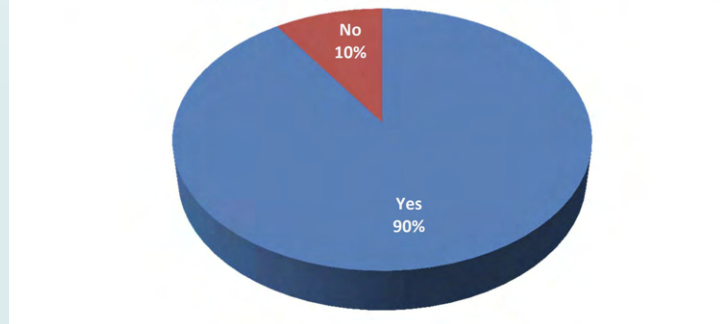
2. Siler City should be a community where:
(Check all that apply)



5. Should public funds (grants, taxes, capital improvement funds, etc.) be used to improve pedestrian options and facilities?



12. Would you walk more often if more sidewalks, greenway trails, and safe roadway crossings were provided for pedestrians?





Siler City Pedestrian Master Plan

State Funding Sources:

North Carolina Department of Transportation (NCDOT) State Transportation Improvement Program

- The STIP contains funding information for various transportation divisions of NCDOT including: highways, aviation, public transportation, rail, bicycle and pedestrians, and the Governor's Highway Safety Program. Access to many federal funds require that projects be incorporated into the STIP. The STIP is the primary method for allocating state and federal transportation funds. However, beginning July 1, 2015, state funds cannot be used to match federally funded projects. Only Powell Bill or local funds can be used as a match for federally funded bicycle and pedestrian projects.



Smithfield Pedestrian Plan

“The Town of Smithfield will be a place where people of all ages and all backgrounds have access to pedestrian facilities and programs that promote the following: alternative and equitable transportation modes, exercise and wellbeing, safety, connectivity, and celebration and discovery of the Town's rich culture, history, and “small town” charm.”



Smithfield Pedestrian Plan

[Smithfield Comprehensive Pedestrian Plan \(2022\)](#) | House Districts: [28](#) and Senate Districts: [10](#) | Project consultant: [AECOM](#) | MPO: [Capital Area MPO](#) | [Government website](#) | County: Johnston

Plan Goals

- Improve on-road pedestrian safety, with an emphasis on heavily used routes.
- Create a network of multimodal transportation options for active and passive recreation that will enhance connections between community origins and destinations such as schools, stores, churches, parks, and recreation areas.
- Develop pedestrian projects that make land use, development, and transportation infrastructure more resilient to potential future risks including storm events or other threats.
- Educate the community as to the benefits of pedestrian activity and applicable rules and regulations.
- Provide a hierarchy of recommended pedestrian policies and programmatic support services for a strategic action plan.
- Outline funding opportunities that provide a clear pathway to building active transportation in Smithfield.

Opportunities

The following existing conditions of the roadway network within Smithfield, present many opportunities for developing a well-connected network of pedestrian infrastructure.

1. The downtown corridor along Market Street is compact and suitable for sidewalks, enhancing the economic growth and investment in the town. Identifying sidewalk gaps could support further connectivity in the heart of the Town.
2. Many of the roadways have room for the addition of pedestrian facilities within the existing right-of-way.
3. Strategically selected pedestrian infrastructure projects could significantly enhance the connectivity and walkability of the Town given that a few key roadways provide most of the connectivity for the Town of Smithfield and connect to smaller, lower trafficked streets that reach residential areas.
4. The proximity of local resources and shops provides the opportunity for Smithfield to be a "park once" community.
5. Future development will provide opportunities for new active transportation infrastructure, just as infrastructure can induce growth.

Constraints

The following list includes constraints and challenges to developing a well-connected pedestrian network in the Town of Smithfield.

1. A lack of existing active transportation infrastructure, particularly sidewalks, do not form a connected network and result in unsafe conditions for pedestrians.
2. There are many unsafe intersections for accessing key destinations and recreation facilities.
3. Existing infrastructure does not incorporate adaptation techniques that could mitigate impacts of potential, future flooding or weather events and should be incorporated in future policies and infrastructure designs.
4. Several roads are Town-owned and there are not many STIP improvement projects within the Town. Therefore, roadway ownership may prove complicated in obtaining funding for active transportation projects.
5. Right-of-way challenges increases engineering and construction costs of active transportation infrastructure.



Smithfield Pedestrian Plan

Identification of Funding Sources

Funding for pedestrian infrastructure projects needs to be identified early in project development. Many funding options are presented in Section 5.3 of this Plan. Relevant action steps include the following:

- Coordinate with the UCPRPO to include infrastructure projects in the regional planning process
- Align with Town budget planning
- Apply for alternative funding sources for the Plan's projects and programs
- Partner with North Carolina Department of Commerce for grants and technical assistance
- Form public-private partnerships

State Funding Process for Transportation Improvements

Pedestrian (and bicycle) projects that are independent of larger roadway projects are only funded through the Division Needs category. Projects in this category compete equally against all six transportation modes within the division. Selection is based on 50 percent on the quantitative score and 50 percent on local input. Local input is split evenly between the NCDOT division and metropolitan planning organization or Rural Planning Organization (or RPO). The public may comment on the local input point assignment, which the Division Engineer will review prior to final local input point assignment. UCPRPO also provides a public comment period.



Southern Blue Ridge Bicycle Plan (2018)



Southern Blue Ridge Bicycle Plan (2018)

[Southern Blue Ridge Bicycle Plan\(2018\)](#) | House Districts: [120](#) and Senate Districts: [50](#) | Project consultant: [Alta Planning & Design](#) |

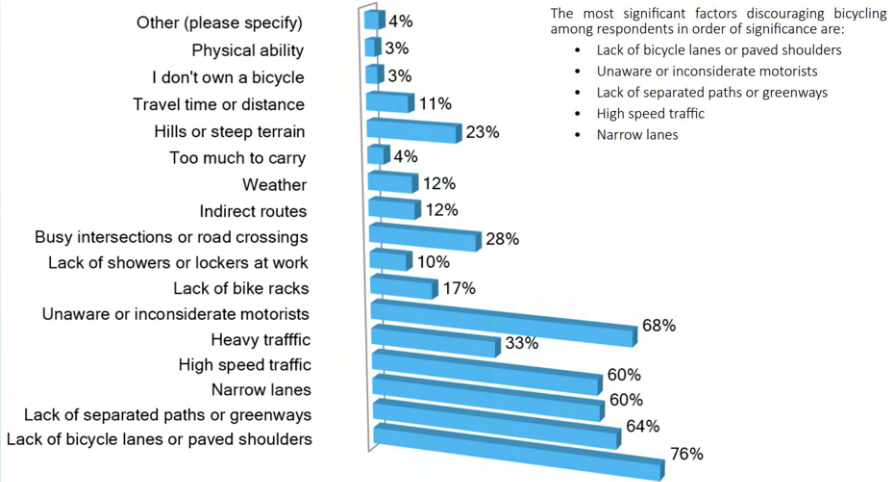
Plan Focus Areas:

- Emphasizing an interconnected network of on- and off-street bicycling facilities;
- Identifying safe and convenient connections between downtowns, local parks, schools, shops, neighborhoods, and other popular destinations;
- Developing strategies for the Southwestern Commission, Counties, Towns, Chambers of Commerce and Tourism Development Authorities to develop materials and campaigns that promote the area's bicycling assets and potential to residents, tourists and companies.
- Compiling a set of route maps and queue sheets for bicyclists who want to ride the areas roads and existing state-designated bicycling routes.
- Identifying low-cost, short-term projects and phased action items for longerterm projects;
- Closely coordinating recommendations with NCDOT Division 14 officials to build support for investments in the state's project ranking methods;
 - Identifying tools and partners that allow the communities to feasibly expand and enhance bicycling education, encouragement and enforcement strategies.

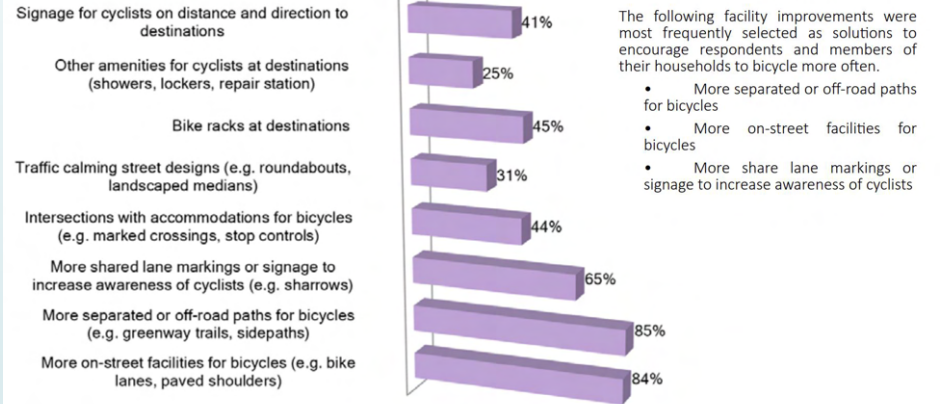


Southern Blue Ridge Bicycle Plan (2018)

Question 5: What factors discourage you or members of your household from bicycling more often? (select all that apply)



Question 11: What facility improvements would encourage you or members of your household to bicycle more often? (select all that apply)



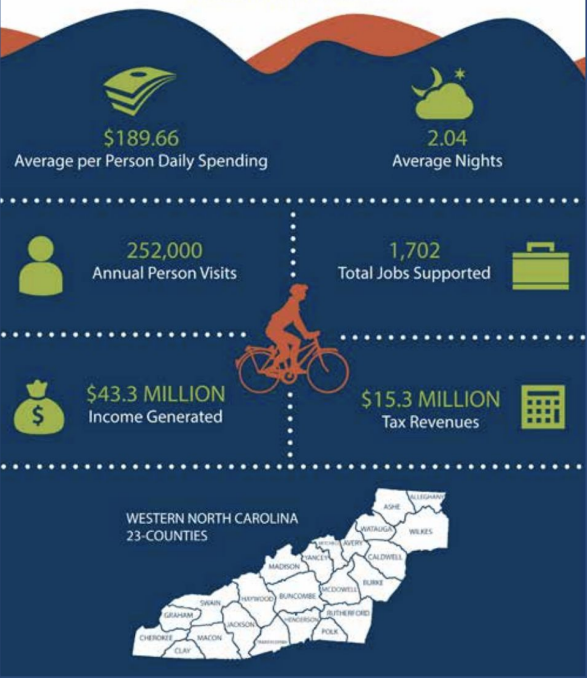


BikeWalk NC



Southern Blue Ridge Bicycle Plan (2018)

SOUTHERN BLUE RIDGE BICYCLE PLAN BICYCLE TOURISM ECONOMIC IMPACT Western North Carolina



NCDOT Strategic Transportation Improvement Program (STIP): The STIP is the overall document outlining funding programs and projects for study, design, and construction of major transportation facilities in the state. The MPOs and RPOs have input for project identification and adoption of the STIP. Every two years, MPOs, RPOs, Division offices, and other NCDOT departments can submit projects for prioritization. NCDOT will allocate federal dollars using the Strategic Mobility Formula, which allocates available revenues based on data-driven scoring and local input, reflecting NCDOT Division needs, regional impact, and statewide mobility. It is used to develop NCDOT's STIP, which identifies the transportation projects that will receive funding during a specified 10-year period. Local government members (cities and counties) can apply and submit their projects. Projects have more weight if they are identified on a local or regional adopted plan, such as a CTP (Comprehensive Transportation Plan), LRTP (MPO Long Range Transportation Plan), regional bicycle plan such as the Southern Blue Ridge Bike Plan, or a local bicycle/pedestrian plan.



Southern Pines Bicycle Transportation Plan (2010)

“The Town of Southern Pines will become a bicycle-friendly community by developing a combination of infrastructure, education programs, and policies that support and encourage bicycling.”



Southern Pines Bicycle Transportation Plan (2010)

[Southern Pines Bicycle Transportation Plan \(2010\)](#) | House Districts: [52](#) and Senate Districts: [21](#)

Project consultant: [Greenways, Inc.](#) | RPO: [Triangle Area RPO](#) | [Government website](#) | County: Moore

Related Plans:

- [Southern Pines Recreation & Parks \(2015\)](#)
- [Southern Pines Downtown Neighborhood Development Plan \(2013\)](#)

Existing conditions:

Strengths of existing bicycle facilities

- Existing wide paved shoulder on several streets including Pennsylvania Avenue.
- **Multi-use paths:** Unpaved greenways and trails, such as the Forest Creek Greenway, Knoll Road Greenway, Reservoir Park Greenway, Tanglewood Greenway and other trails associate with parks, provide bicycling opportunities for both recreation and transportation.
- **Bicycle routes:** There are several state and county bicycle routes offering regional connections throughout town.

Deficiencies of existing bicycle facilities

- **Lack of connectivity:** As a whole, **the few existing bicycle facilities are often disconnected** which makes it difficult to find adequate routes to destinations.
- **Design issues:** Some existing bicycle facilities do not follow widely used guidelines. For example, the Knoll Road Greenway ranges from 6-8 feet with trees in the trail in many places making it difficult for passing bicycles. Additionally, **all of the greenways and trails are unpaved limiting transportation options.**
- **Bicycle parking not widespread:** Adequate and secure bike parking facilities need to be located throughout the study area through the usage of inverted U-racks.
- **Bicyclist behavior:** Bicyclists were observed not wearing helmets, riding in the wrong direction, riding on sidewalks, and crossing roads randomly at mid-block.



Southern Pines Bicycle Transportation Plan (2010)

[Southern Pines Bicycle Transportation Plan \(2010\)](#) | House Districts: [52](#) and Senate Districts: [25](#)

Project consultant: [Greenways, Inc.](#) | RPO:

Community feedback:

“How important to you is improving bicycling conditions in the Southern Pines area?”

- **Very important - 68.1%**
- **Somewhat important - 24.3%**
- **Not important - 7.5%**

“How do you rate present bicycling conditions in Southern Pines?”

- **Excellent - 5.8%**
- **Fair - 53.2%**
- **Poor - 41%**

Most frequent responses to “Which of the following factors prevent you from bicycling or from bicycling more often?”

- **Lack of bicycle lanes, paved shoulders, or paths**
- **Narrow lanes**
- **Crossing busy roads**
- **High-speed traffic**
- **Heavy traffic**



Bicyclists with no option but sidewalk on Morganton



Southern Pines Bicycle Transportation Plan (2010)

Program recommendations:

It will be critical for the Town of Southern Pines to:

- **inform bicyclists, and motorists** about safe behaviors in a multimodal roadway environment
- **enforce laws** that make bicycle travel safer
- **encourage people** of all ages and abilities to use the bicycle facilities
- **promote and develop programmatic activities** that encourage physical activity and healthy living.

Key recommended programs include:

- the formation of an **Bicycle and Pedestrian Advisory Committee (BPAC)**
- **Safe Routes to School** initiatives
- **Bicycle-friendly community status**
- a **user-friendly Hike and Bike map and website** that features existing routes and related information
- **targeted enforcement** in locations of past accidents involving pedestrians or bicyclists
- **internal staff training**
- **Bike/Walk to Work Day** events.

Infrastructure recommendations:

23 projects recommended

- Project spreadsheet on p.[es-8](#)
- Corresponding map on p.[es-9](#)

List of potential funding sources in [Appendix F](#)



Kid's Bike Race at Springfest in Downtown Southern Pines (photo by Larry Bateman)



Southern Shores Bicycle & Pedestrian Plan (2014)

“The Town of Southern Shores offers its residents and visitors safe, comfortable, and attractive choices for walking and bicycling. A network of sidewalks, trails, bicycle routes, safe streets, and safe street crossings connect people from north to south and from sound to shore. This complete network enables residents and visitors to choose walking and bicycling as a common, enjoyable, and viable option for transportation, recreation, and health, while also providing a higher overall quality of life.”



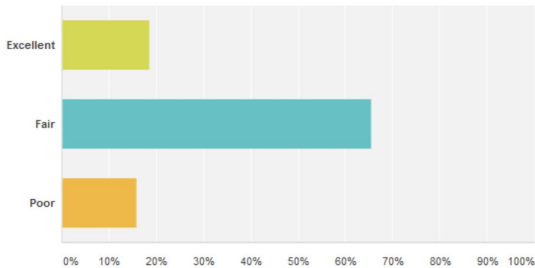
Southern Shores Bicycle & Pedestrian Plan (2014)

[Southern Shores Bicycle & Pedestrian Plan \(2014\)](#) | House Districts: [1](#) and Senate Districts: [1](#)

Project consultant: [Alta Planning & Design](#) | RPO: [Albermarle RPO](#) | [Government website](#) | County: Dare

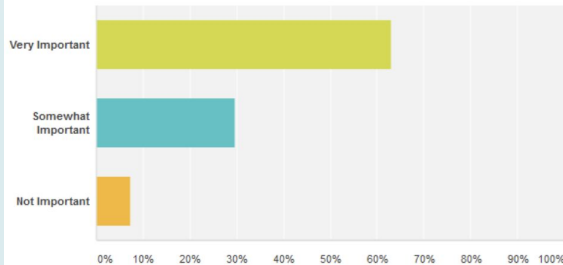
How do you rate present bicycling conditions in Southern Shores?

Answered: 290 Skipped: 12



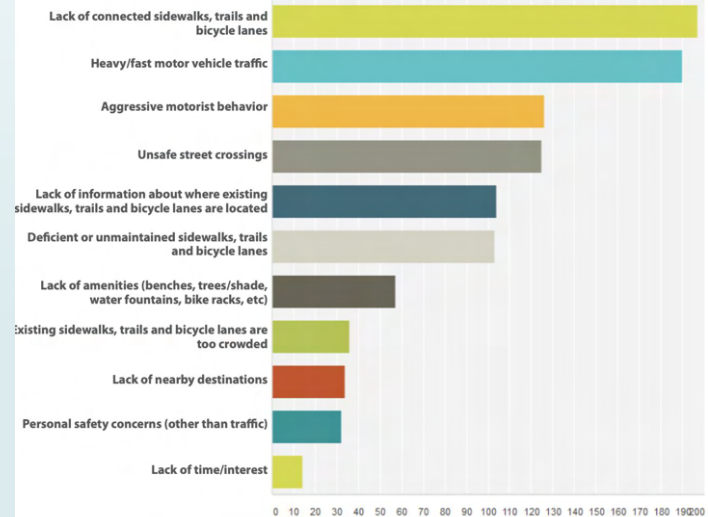
How important to you is improving bicycling conditions in Southern Shores?

Answered: 290 Skipped: 12



What do you think are the factors that most DISCOURAGE bicycling or walking in Southern Shores? Please select up to five factors.

Answered: 281 Skipped: 21

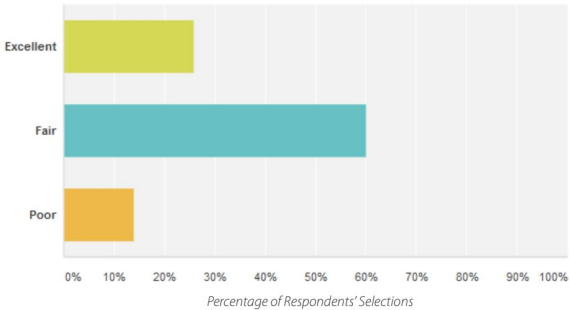




Southern Shores Bicycle & Pedestrian Plan (2014)

How do you rate present walking conditions in Southern Shores?

Answered: 286 Skipped: 16



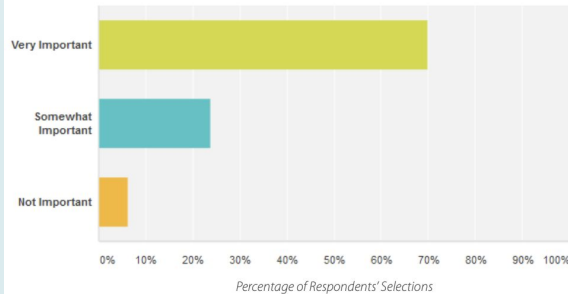
PROGRAM RECOMMENDATIONS

Media Campaign to Educate Motorists, Bicyclists, and Pedestrians

Watch for Me NC is a comprehensive campaign aimed at reducing the number of pedestrians and bicyclists involved in crashes with vehicles. The campaign consists of educational messages on traffic laws and safety, and an enforcement effort by area police in several Triangle communities: Raleigh, Durham, Chapel Hill, and Carrboro. The pilot campaign is programmed to expand statewide; Southern Shores should contact the NCDOT Division of Bicycle and Pedestrian Transportation to request materials. The Town should distribute the educational materials made available by NCDOT at local festivals and other events, at local bike shops and other businesses, and in renters' information packets and property owners' guest information books.

How important to you is improving walking conditions in Southern Shores?

Answered: 290 Skipped: 12





Southport Comprehensive Pedestrian Transportation Plan (2014)

“We envision a city that embraces walkability by connecting our neighborhoods and important destinations with a safe, convenient, accessible, and attractive pedestrian network developed over time based on a clear set of local priorities that make the highest and best use of available resources.”



Southport Comprehensive Pedestrian Transportation Plan (2014)

[Southport Comprehensive Pedestrian Transportation Plan](#) | House Districts: [19](#) and Senate Districts: [8](#) | Project consultant: [Kimley-Horn & Associates](#) | MPO: Grand Strand MPO | [Government Website](#)

Goals

- **Safe**—Develop a predictable network that integrates and balances the needs of pedestrians with other modes of transportation.
- **Convenient**—Connect homes, parks, historic sites, cultural resources, recreation facilities, shops, restaurants, and the waterfront.
- **Accessible**—Improve access for all residents, visitors, and stakeholders with special consideration for the needs of the disabled population.
- **Attractive**—Support and enhance Southport's historical charm, unique character, and cherished quality of life.

Next Steps

- The City of Southport should consider the following next steps in the short-term:
- Pursue the construction of sidewalks to fill gaps in the existing pedestrian system, repair existing sidewalks, and evaluate new sidewalk recommendations as funds allow. Consider future Powell Bill funding for these improvements.
 - Look to partner with NCDOT on widening recommendations on existing planned or future NCDOT projects.
 - Continue to explore possible grant funding in an increasingly competitive climate.
 - Amend the City's Unified Development Ordinance to include provisions for pedestrian facilities in new developments.
 - Southport Elementary School should participate in National Walk to School Day.
 - Construct the priority sidewalk project on N Howe Street (NC 211) from W 9th Street to W 11th Street.
 - Work with developers in the area to set aside easements for future construction of the proposed greenway.



Sparta Pedestrian Transportation Plan (2006)

“Develop a town-wide plan that will guide Sparta in creating a safe and inviting environment for pedestrian travel”



Sparta Pedestrian Transportation Plan (2006)

[Sparta Pedestrian Transportation Plan \(2006\)](#) | House Districts: [93](#) and Senate Districts: [47](#) | MPO: High Country RPO
| [Government Website](#)

Plan Purpose

- Assess current pedestrian system (existing facilities and current pedestrian travel patterns)
- Gather public input to identify needs Identify deficiencies in current system
- Identify future plans in Town that will affect demand for pedestrian facilities
- Examine current policies, plans, and development patterns that affect pedestrian transportation Identify needed safety improvements
- Evaluate options for improving pedestrian system
- Identify ways to encourage pedestrian travel
- Make recommendations for safety and educational programs concerning pedestrian transportation
- Make recommendations for facility improvements
- Prioritize improvements
- Identify funding sources

Existing Sidewalks Based on the Existing Sidewalk Inventory

59% of existing sidewalks are less than the recommended width of 5 feet, and 33% of the existing sidewalks had Fair or Poor surface conditions.



Sparta Pedestrian Transportation Plan (2006)

Lack of connectivity

Lack of connectivity between sidewalk segments and between sidewalks and common destinations create hazards for pedestrians by forcing them to cross the street or walk in the street. As a minor arterial, Main street should have sidewalks on both sides within the downtown area (from the Sparta Parkway to Ballpark Road). There are multiple gaps in the sidewalk network along Main Street. Other connectivity deficiencies include:

- Lack of sidewalk on Trojan Avenue from Roe Street to Sam Brown Park
- Lack of pedestrian access to the Alleghany Wellness Center
- Lack of pedestrian access to the Sparta Teapot Museum site
- Not adequate room for pedestrians on bridge over Little River
- Lack of pedestrian connection between High School and Blue Ridge Business Development Center
- Lack of complete sidewalk on South Grayson Street
- Lack of sidewalk along West Whitehead Street
- Lack of sidewalk in areas attractive for future commercial development (Jones Street, Doughton Street, Cox Street)

Intersection deficiencies

Deficiencies at intersections include:

- Lack of pedestrian signals at the Main Street/Whitehead Street intersection
- Lack of crosswalks at the Main Street/Grandview Drive intersection
- Lack of crosswalks at the South Grayson Street/East Whitehead Street intersection
- Lack of crosswalks at the Trojan Avenue/Roe Street intersection
- Poor visibility/lack of crosswalks at the Doughton Street/Main Street intersection



Sparta Pedestrian Transportation Plan (2006)

Survey results are summarized below.

- Average age of respondents - 55.8 years.
- 65% of respondents were female; 35% male
- Average household size of respondents – 2.24 persons
- Average number of children in household – 1.82
- 88% of respondents have a car
- 13% of respondents use Alleghany in Motion; generally, use is weekly or less
- 18% of respondents have children that walk to school; 75% of those walk either daily or at least twice/week
- 78% of respondents walk for exercise/recreation; 27% walk daily, 53% walk between 2-6 times/week
- 47% of respondents run errands by walking
- 44% of business owners answered that their businesses benefit from foot traffic
- The most common identified barrier to pedestrian travel is lack of downtown parking, followed by lack of sidewalks, and lack of crosswalks
- The most common identified priority for pedestrian facilities is new sidewalks along roads, followed by repair of damaged sidewalks, and new off-road trails or greenways
- Areas in town where people walk that do not have sidewalks – Collins Road, Grayson Street, Doughton Street, and Memorial Park Drive

NCDOT Funding

Independent Projects

NCDOT's Division of Bicycle and Pedestrian Transportation (DBPT) programs funding through the TIP process for bicycle and pedestrian projects. 80% of the funding is from the federal TE program (described above), and the remaining 20% comes from State transportation funds. Projects must be requested and evaluated for feasibility.

Projects may include off-road pedestrian facilities, pedestrian bridges or underpasses, and intersection treatments. Projects may be funded up to \$1 million. \$6 million is typically available per year.



Spencer & East Spencer Bike & Ped Plan (2016)

“The Comprehensive Bicycle and Pedestrian Plan for the Towns of Spencer and East Spencer sets forth a strategy for a connected network of on-street and off-street bicycle and pedestrian facilities that provide safe access to and connectivity between schools, major commercial and service centers, health care centers, public facilities, residential areas, and outdoor resources for all types of users. These facilities will serve as an alternate mode of transportation while also improving public health and enhancing the quality of life for all residents.”

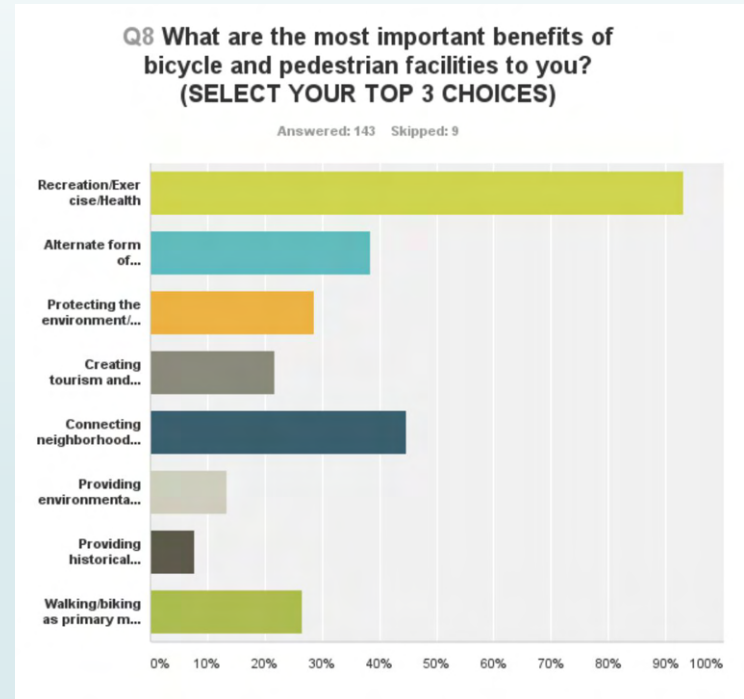


Spencer & East Spencer Bike & Ped Plan (2016)

[Spencer and East Spencer Bike and Ped Plan](#) | House Districts: [76](#) and Senate Districts: [33](#) | Project consultant: [Stewart](#) | MPO: Cabarrus-Rowan | Government Websites: [Spencer](#) and [East Spencer](#)

Plan Goals: (expanded list linked [here](#))

1. Provide safe bicycle and pedestrian facilities that are convenient for all user types
2. Improve connectivity between neighborhoods and important destinations
3. Provide and promote opportunities for walking and bicycling to improve public health
4. Enhance quality of life by expanding recreation opportunities to include more bicycle and pedestrian facilities
5. Create bicycle that they may serve as an alternate mode of transportation
6. Provide signage and markings to facilitate safe and easy usage of all bike facilities
7. Market existing and proposed bicycle and pedestrian facilities as a means to attract tourism and promote economic development for Spencer and East Spencer





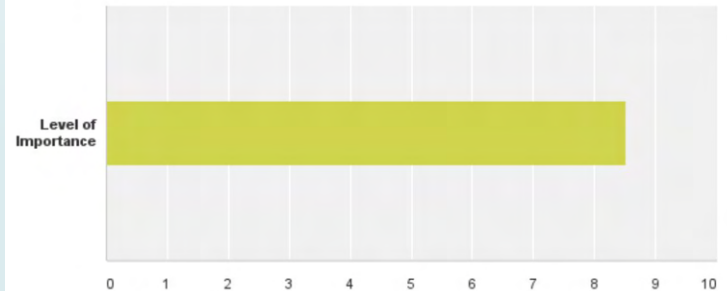
Spencer & East Spencer Bike & Ped Plan (2016)

Community Feedback:

- Top safety concerns are **unsafe road crossings** and **narrow road widths**
- If bicycle and pedestrian facilities were more easily accessible, **47% of respondents would use them daily**, and **36% on a weekly basis**
- 33% of respondents live more than 3 miles from an existing bike and/or pedestrian facility, while 26% live within 1 mile
- **The top 5 Spencer destinations** that respondents would like to see connected by bicycle/pedestrian facilities are Downtown/Park Plaza, NC Transportation Museum, existing greenways/trails, Library Park, and 8th Street Park
- **The top 5 East Spencer destinations** that respondents would like to see connected by bicycle/pedestrian facilities are the public library, existing greenways/trails, Royal Giants Park, connection to Salisbury, and neighborhoods
- The top destinations that respondents would like to see **connected by bicycle/pedestrian facilities around Spencer and East Spencer** are Downtown Salisbury, Salisbury Parks, Salisbury Greenway, existing greenways/trails, and Dan Nicholas Park

Q1 Bicycle and pedestrian facilities can include sidewalks, paths, greenways, trails, wide shoulders, bike lanes, etc. dedicated for the use of non-motorized transportation, such as walking, jogging, hiking, cycling, and even horseback riding. In your opinion, how important is the need for (more) bicycle and pedestrian facilities within the Towns of Spencer and East Spencer?

Answered: 128 Skipped: 24





Spencer & East Spencer Bike & Ped Plan (2016)

8.5 Criteria for Prioritizing Bicycle, Pedestrian, and Trail Facility Development

The following criteria are provided in this comprehensive plan to guide the towns in determining bicycle, pedestrian, and trail facility development. The criteria are listed in alphabetical order and does not represent either priority or hierarchy.

Cost of Facility Development – an estimate for the project has been completed and it has been determined that it is financially feasible to build the bicycle, pedestrian and/or trail facility.

Cost of Facility Maintenance – an evaluation of the project has been completed and it has been determined that the facility can be maintained in accordance with Town policies. Additionally, Adopt-a-Trail groups have been identified and have been enlisted to support the future operation of the facility.

Expansion of Existing System – the proposed facility is an extension of an existing facility.

Geographical Equity – construction of the facility ensures that there is an equitable balance in bicycle, pedestrian, and/or trail facility development throughout the town.

Need for Bicycle, Pedestrian, and/or Trail Segment – residents of an area are presently underserved and require the development of the facility. Additionally, the facility has been identified as an element of other adopted master plans or thoroughfare plans.

Opportunity: Origin and Destination – the facility segment has a logical point of beginning and end.

Ownership of Land – the town has title or rights of public access to use the property.

Population Served – facility development will serve a significant population within a one-mile radius.

Public Support – the surrounding neighborhoods and communities support development of the facility.

Source of Funding – funds have been committed to the project; other agencies or private sector groups have committed funds in support of the project (i.e. partnerships have been established).

Type of Facility – the type and surface of the proposed bicycle, pedestrian, and/or trail facility can be accommodated within the environmental setting of the project corridor. Additionally, the proposed surface meets the needs of local user groups and will be accessible under appropriate guidelines established by the Towns.

Action Steps Table	
Task	
Plan and Develop one priority bicycle facility and one priority pedestrian facility for each town (includes intersection and greenway recommendations)	T
Identify Funding and Financing	E E
Evaluate Land or ROW Acquisition Options	T
Provide and promote opportunities for walking and biking	E
Adopt Policy Recommendations	T E
Plan and Develop two priority bicycle facilities and two priority pedestrian facilities for each town (includes intersection and greenway recommendations)	T
Provide signage and markings to facilitate safe and easy usage of all bicycle and pedestrian facilities in the towns	T
Seek designation as a Bicycle-Friendly Community	T

Action Steps Table	
Task	
Adopt Comprehensive Bicycle and Pedestrian Plan	
Form Bicycle and Pedestrian Advisory Committee (BPAC)	
Build Public Support	
Coordinate with Regional Partners	
Provide Enforcement and Education Training for local law enforcement	
Educate school children, parents, bicyclists, and pedestrians about the laws/rules of bicycling and walking	
Provide secure bike parking	
Establish maintenance program	



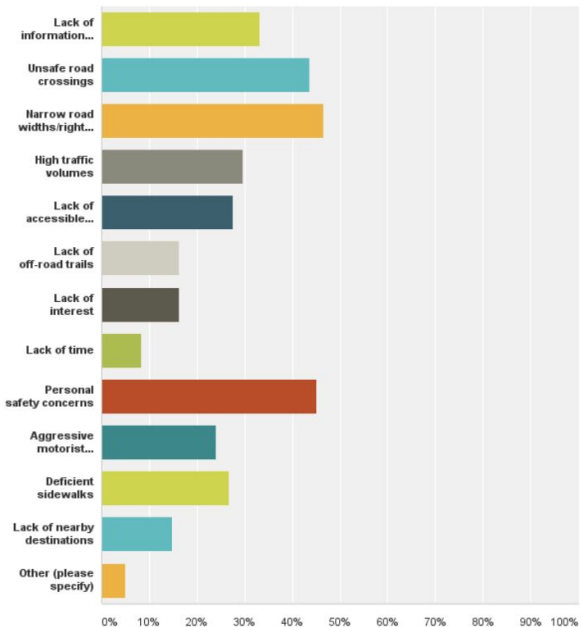
BikeWalk NC



Spencer & East Spencer Bike & Ped Plan (2016)

Q12 What do you think are the biggest factors that discourage bicycle and pedestrian facility use? (SELECT YOUR TOP 3 CHOICES)

Answered: 142 Skipped: 10



Existing Conditions & Barriers:

- No improved bicycle facilities in Spencer or East Spencer, but county bike route 5 traverses through both towns
- Majority narrow streets means the addition of bike lanes will be difficult w/o widening the streets.
- Almost all of the streets locally owned and maintained, placing the cost of construction and maintenance almost entirely on the towns' budget
- **The top 4 existing facilities in and/or near Spencer and East Spencer being used by respondents** are the existing sidewalks (53%), trails at Dan Nicholas Park (49%), Salisbury Greenway (45%), and wide shoulders on the roads (35%)

Funding Limitation:

- *This 2016 STIP developed after the 2013 STI law and has identified additional funding as a critical component for bicycle and pedestrian lane development*
- “Many government entities are unable to fully fund the development of every mile of bicycle, pedestrian, and trail facilities within a network using in-house funds.”
- “The Towns of Spencer and East Spencer should develop a multi-tiered approach for funding facility development using a variety of financing options, including both public funding and private funding.
- “Most state appropriated funding is limited to specific types of projects and requires matching [grant] funds.”



Stallings Pedestrian Plan (2008)

“Such actions are most effective when they flow from a broad, cohesive strategy that the community supports and can realistically implement. Rather than simply reacting to the problems in a piecemeal manner as they occur, this comprehensive plan for pedestrian transportation improvements provides a systematic approach to the Town [of Stallings] for taking on these challenges and others that threaten its pedestrian environment, and to do so with consensus and a coordinated effort”



Stallings Pedestrian Plan (2008)

[Stallings Pedestrian Plan \(2008\)](#) | House Districts: [76](#) and Senate Districts: [35](#) | MPO: [CTRPO](#) | [Government Website](#) | County: Union

Plan Vision:

1. Encourage walking in Stallings as a safe and viable means of transportation and recreation.
2. Express a clear Stallings identity and mark the arrival into Town.
3. Enhance Stallings' small town charm and family friendly environment
4. Establish Stallings a destination stop for visitors.

Plan Goals:

- I. Encourage the creation of concentrated nodes of activity,
- II. Accentuate Town identity
- III. Improve pedestrian connectivity throughout Town.
- IV. Create a safe and comfortable pedestrian system
- V. Provide more outdoor recreational opportunities
- VI. Use the Pedestrian Plan to guide decisions



Stallings Pedestrian Plan (2008)

Funding Opportunities Through NCDOT:

Bicycle and Pedestrian Independent Projects Funded Through the Transportation Improvement Program (TIP):

In North Carolina, the Department of Transportation, Division of Bicycle and Pedestrian Transportation (DBPT) manages the Transportation Improvement Program (TIP) selection process for bicycle and pedestrian projects. Projects programmed into the TIP are independent projects – those that are not related to a scheduled highway project. Incidental projects – those related to a scheduled highway project – are handled through other funding sources described in this section.



Statesville Mobility + Development Plan (2019)

“The Statesville Mobility + Development Plan shifts the focus toward livable transportation, which 1) creates safe and attractive streets through better planning and design and 2) strategically connects various transportation modes. The result is a transportation network with sufficient balance and connectivity throughout the city and surrounding areas.”



Statesville Mobility + Development Plan (2019)

[Statesville Mobility + Development Plan \(2019\)](#) | House Districts: [84](#) and Senate Districts: [37](#)

Project consultant: [Local management committee](#) | MPO: [Charlotte Regional Transportation Planning Organization](#)

[Chapter 4](#) of Plan is **Bicycle and Pedestrian Element**

Existing conditions (p.4-5):

- **“The City of Statesville has fairly extensive sidewalk and greenway networks. With funding availability and regional partnerships in place for these two facility types, the City is in a great position to further invest in these networks.”**
- **“The City of Statesville has approximately 230 total miles of sidewalks. According to the Statesville Unified Development Ordinance (UDO), developers building new residential or commercial properties along public streets in Statesville must build curbs, gutters, and sidewalks or pay a fee to the city.”**
- **“Statesville does not currently have an extensive network of bicycle facilities and routes. However, the extensive sidewalk network and number of lower volume streets, plus historic investments in park and greenway facilities offer opportunities for Statesville to begin growing their bikeways.”**
- **“Statesville currently has 5.8 miles of greenways. Although the greenway trail currently exists as separate sections, the trails will eventually connect to become one continuous trail system. Plans for a more extensive greenway system for Statesville include consideration for the Carolina Thread Trail, which plans to utilize existing greenway facilities in Statesville to provide a regional greenway connection for the Carolinas.”**
- **CHALLENGE: “There are significant challenges that exist for Statesville that pertain to both the environment and built infrastructure. Connections for sidewalk, bikeway, and greenway networks will have to take into account the hydrology of Statesville, which includes a significant number of streams and creeks. Additionally, as the home of the I-40 and I-77 interchange, Statesville will have to continue to prioritize safe connections that cross the interstates when building out a multimodal facility network.”**



Statesville Mobility + Development Plan (2019)

Recommendations:

- “Upon completion, the bicycle and pedestrian network in the Statesville area will include approximately **228 miles of sidewalks**, **98 miles of multi use paths**, and **49 miles of on-street bicycle facilities (bicycle lanes, sharrows, and wide outside lanes).**”
- “**Nearly 181 miles of paved shoulders (minimum 4 feet wide) are recommended**, mostly in rural areas. The majority of the bicycle and pedestrian network likely would be constructed as incidental enhancements associated with larger improvements to the roadways and through development.”
 - Bicycle recommendations map [here](#)
- “In total, **approximately 132 miles of new sidewalks are recommended.**”
- “In total, an additional **67 miles of multi-use trail are included in the Statesville MDP recommendations.** This includes a local system of greenways to connect local parks and neighborhoods, as well as a comprehensive expansion of the Carolina Thread Trail system, which would link Statesville with the surrounding communities.”
 - Multi-use trail recommendation map [here](#)



The recommended bicycle and pedestrian facilities will provide additional connections to a variety of destinations:

- 1) Schools, 2) Commercial nodes, particularly along Broad Street, US 64, US 70 and in the downtown area, 3) Parks and recreation centers, and 4) Public facilities (e.g. libraries and museums)

Potential funding sources listed on [p.8-25](#)

Related plans

- [Statesville Land Development Plan 2045 \(2021\)](#)
- [Statesville Greenway Map \(2006\)](#)
- [Statesville Parks & Recreation Route 2 Recreation Master Plan in progress](#)



Town of Swansboro Bicycle Plan (2011)



“This plan will guide the Town of Swansboro, NCDOT, and other key stakeholders in creating a community network of bicycle trails, connecting the historic district with parks, schools, and residents. This contiguous network of bicycle trails will not only help promote Swansboro as a destination for bicycling and recreation, but will also serve local residents. Kids will have safe routes to school, and bicycling will be a viable alternative to driving for everyday trips around town.”



Town of Swansboro Bicycle Plan (2011)

[Town of Swansboro Bicycle Plan](#) | House District: [14](#) and Senate District: [6](#) | County: Onslow

Planning consultant: [Alta Planning + Design](#) | MPO: [Jacksonville Urban Area Metropolitan Planning Organization \(JUMPO\)](#)

Plan goals

- Create a community network of bicycle trails in order to improve the quality of life for residents and the attractiveness of the community as a location for growth.
- Create a safe way for people to bicycle from the Historic District to Hammocks Beach State Park.
- Create safe locations for people to cross NC 24.
- Promote mutual respect among bicyclists and motorists; educate both on the rules of the road and etiquette related to bicycling.



Town of Swansboro Bicycle Plan (2011)

Community feedback

- 83.7% of respondents answered “**Very Important**” to the question “**How important to you is improving bicycling conditions in Swansboro?**”
- 54.8% of respondents rated present bicycling conditions in Swansboro as “**Poor**”
- **94.7%** listed lack of bicycle lanes, paved shoulders, or paths as a factor preventing them from bicycling or from bicycling more often.
- Other factors with response rates over 50% included Heavy traffic, High-speed traffic, Inconsiderate motorists
- Changes that would encourage respondents to bike more often: Improved Off Road Paths and Greenways 94.7%, More Off Road Paths and Greenways 73.7%, More Bike Lanes 68.4 %
- Should public funds be used to improve bicycle transportation options? 97.2 % “Yes”

Identified deficiencies in existing bicycle infrastructure

- No off road (separated) bike lanes or trails
- Congested / high speed roadways are intimidating.
- Inconsiderate motorists sighted as a reason not to ride.
- Lack of available right-of-way on state roads with swale drainage
- Irregular municipal boundaries



Town of Swansboro Bicycle Plan (2011)

Recommended Bicycle Facilities

- Create a 10-ft wide paved multi-use trail along the south side of Old Hammock Road, and the west side of Hammock Beach Rd. The trail would accommodate bicyclists and pedestrians, and would be located on the far side of the open swale along each roadway.
- Create a multi-use trail from W. Shore Drive to Old Hammock Road. Signs and/or pavement markings should be used to establish a signed route directing trail users from the downtown waterfront to a trailhead at the north end of W. Shore Drive.
- Create two 10-ft wide paved multi-use trails from Municipal Park to 1) the intersection of NC 24/Old Hammock Road, and 2) residential areas NW of the park. The trail would accommodate bicyclists and pedestrians.
- Create a 10-ft wide paved multi-use trail from Municipal Park to residential areas in NE Swansboro. Trail routing would be along Main Street Ext., then off road heading north (requiring easements), then further north along Swansboro Loop Road, and continuing past the Baseball-Softball Complex, ending at River Reach West. The trail would accommodate bicyclists and pedestrians.
- Add signage and/or pavement markings to establish a signed route along Pineland Drive directing trail users from the proposed trail along Old Hammock Road to a trailhead at the north end of Phillips Drive. Create a multi-use trail using the existing cleared corridor and bridge from Phillips Drive to Swansboro Elementary School. Continue the trail to the Swansboro Soccer Complex, and possibly to Swansboro High School. See cutsheet for additional site-specific notes.



Town of Swansboro Bicycle Plan (2011)

Recommended Bicycle Facilities (Cont.)

- The Town requests that NCDOT add paved shoulders as wide as practicable along Hammock Beach Road, from NC 24 to Old Hammock Rd, while retaining the existing travel lane widths.
- The Town requests that NCDOT add paved shoulders as wide as practicable along most of Main Street Ext., while retaining the existing travel lane widths. See cutsheet for additional site-specific notes.
- The Town requests that NCDOT add paved shoulders as wide as practicable from Main Street Ext. to River Reach Drive, while retaining the existing travel lane widths.
- At a minimum, the Town requests that NCDOT paint crosswalks at the intersections of NC 24/Old Hammock Rd, and NC 24/Main St. Ext.; if possible, also include pedestrian countdown signals. This section of NC 24 in Swansboro could also better accommodate bicyclists by restriping for edgeline stripes (or bicycle lanes if width allows). For example the lane widths could become: 4' | 11' | 11' | 12.5' | 11' | 11' | 4'
- The existing travel lanes could be restriped to accommodate either bicycle lanes or edgeline stripes across the bridge. This would be in-line with recommendations from the Croatan Regional Bicycle Plan, which recognizes this bridge as a key connection for bicyclists in the region. The East Coast Greenway, a multi-state trail system, also recognizes this bridge as part of it's eastern route through North Carolina.

[Link to Details of Recommendations](#)



Town of Swansboro Bicycle Plan (2011)

Related plans

- Jacksonville Urban Area Metropolitan Planning Organization [2045 Long Range Transportation Plan](#)
- [Croatan Regional Bicycle & Trails Plan](#)
- [Sneads Ferry Community Plan](#)
- [Town of North Topsail Beach, NC Comprehensive Bicycle Plan 2006](#)





Surf City Bicycle & Pedestrian Plan (2011)

“The Town’s vision is to create and maintain a safe, family-friendly Town that provides accessibility to the many scenic, recreational, and commercial destinations. This will be achieved through a network of bikeways, greenways, pedestrian walkways and trails for the use and enjoyment of the Town’s residents and visitors. “



Surf City Bicycle & Pedestrian Plan (2011)

[Surf City Bicycle & Pedestrian Plan](#) | House District: [16](#) and Senate District: [9](#) | County: Onslow & Pender | [Government Website](#) | Planning consultant: [Alta Planning & Design](#) | MPO: [Cape Fear RPO](#)

Plan goals

- Identify high priority bicycle and pedestrian projects in order to provide guidance on the selection of future projects. Progress will be realized by the adoption of the plan.
- Provide crossing areas that include signage or lights for safe interaction between walkers, bicyclists, and motorists. Progress will be measured by counts of installed crossings, and comparative count of accidents and injuries.
- Identify the need for, and location of additional bicycle racks to promote accessibility to the Central Business District, beach accesses, blueways, recreational areas and points of interest. A physical count or inventory of bike racks at these locations will monitor success of this objective.



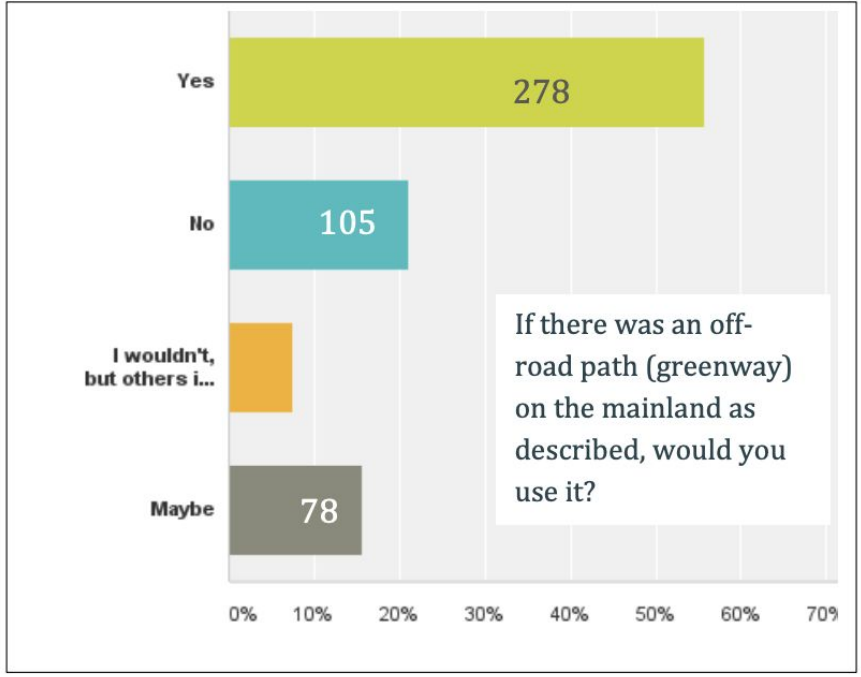
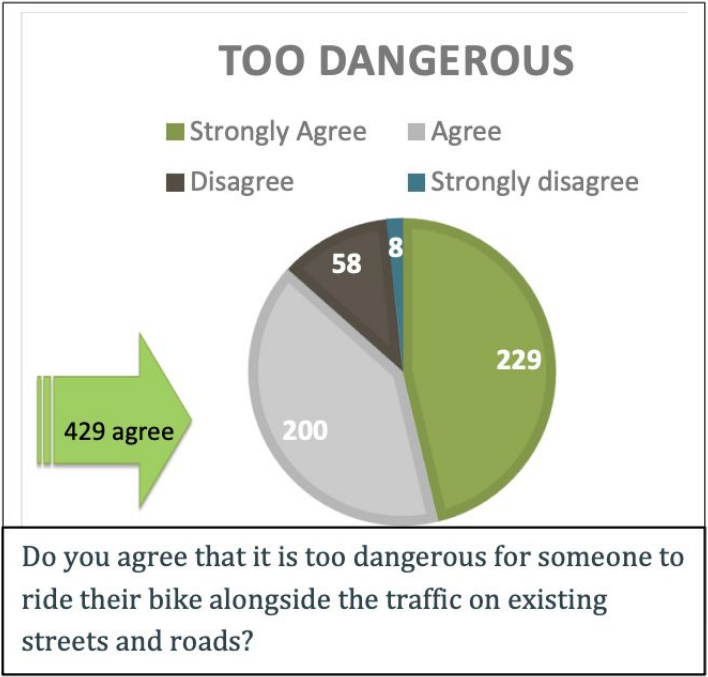
Surf City Bicycle & Pedestrian Plan (2011)

State Funding Sources:

- **North Carolina Department of Transportation (NCDOT) Strategic Transportation Investments (STI)** The NCDOT's State Transportation Improvement Program is based on the Strategic Transportation Investments Bill, signed into law in 2013. The Strategic Transportation Investments (STI) Initiative introduces the Strategic Mobility Formula, a new way to fund and prioritize transportation projects. The new Strategic Transportation Investments Initiative is scheduled to be fully implemented by July 1, 2015. Projects scheduled for construction before then will proceed as scheduled under the current Equity Formula. Projects slated for construction after that time will be ranked and programed according to the new formula. The new Strategic mobility formula assigns projects for all modes into one of three categories: 1) Statewide Mobility, 2) Regional Impact, and 3) Division Needs.



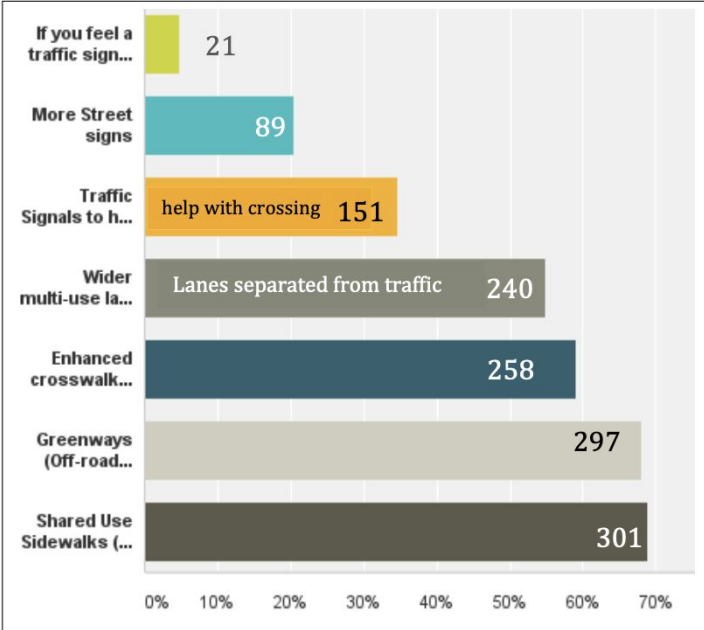
Surf City Bicycle & Pedestrian Plan (2011)





Surf City Bicycle & Pedestrian Plan (2011)

Which of these design features would you like to see implemented



Please indicate if you would Agree/Disagree with these recommended changes to increase the ease of walking and bicycle

	Agree	Disagree	Total
Provide interconnecting sidewalks and trails	93.34% 561	6.66% 40	601
Provide wider sidewalks and paths on Shore Drive from rentals and residences to the Central Business District	82.14% 483	17.86% 105	588
Provide crosswalks at the busiest areas to make it safer	92.31% 552	7.69% 46	598
Provide multi-use paths from residences and neighborhoods to the business district	82.88% 489	17.12% 101	590
Provide paths on the side of the bridge before you get to the island so people could walk /bike to the beach.	87.27% 514	12.73% 75	589
Provide paths for areas of interest such as the Community Park and Sea Turtle Hospital and around the lake at the Community Park.	86.64% 506	13.36% 78	584
Provide a multi-use path (greenway) where the electric lines run through the town which is near Electric Lane on Hwy 210 just down from the Harris Teeter Shopping Center.	66.43% 374	33.57% 189	563



Town of Sylva Pedestrian Plan (2011)

“The Town of Sylva will create a more walkable environment by building momentum within the community through maximization of existing facilities and resources; changing public perceptions; defining community needs; and communicating ideas.”



Sylva Pedestrian Plan (2011)

[Town of Sylva Pedestrian Plan](#) | House District: [119](#) and Senate District: [50](#) | County: Jackson | [Government Website](#)

Planning consultant: [Berger International](#) | MPO: [Southwestern RPO](#)

Plan goals

- Promote a better understanding of the measures that can be taken to create more and safer walking trips in Sylva;
- Identify in the Plan a list of projects, programs, and policies (and associated strategies to implement them) that Sylva and local partners can provide to improve the walking environment;
- Create better awareness of walking, both during and after the planning process, as a viable mode for both recreation and transportation that can serve as a reliable substitute for some trips currently being made by private auto;
- and Develop an understanding among elected officials, community leaders, citizens, business owners and educational institutions that walking can contribute to a healthier lifestyle, a stronger economic base for a community, and reduce carbon and other emissions that



Sylva Pedestrian Plan (2011)

Recommended Programs & Policies

In addition to project, there are several programmatic and policy based initiatives that should be pursued to achieve a walkable community. These programs and policies are detailed in Sections 3 and 5. Major recommendations include:

- *Implement a wayfinding system;*
- *Organize a Town/County advisory committee for pedestrian/bicycle issues and the mobility-impaired community;*
- *Pursue designation as a Senior-Friendly Community;*
- *Develop a Safe Routes to Schools program;*
- *Conduct a Pedestrian Safety Education campaign;*
- *and Update various design standards for pedestrian facilities.*



Sylva Pedestrian Plan (2011)

- ***Funding options referencing STIP***
- ***State Transportation Improvement Program (STIP) – This program is the overall funding source for study, design, and construction of major transportation projects, including pedestrian facilities, in the state. Frequently, projects funded by the STIP are also partly funded by other sources, including matching funds from local municipalities. Pedestrian facilities are eligible for funding from this program as independent projects separate from a roadway construction, widening, or some other sort of roadway work, but the State typically includes pedestrian facility construction only as part of a larger project. Some multi-use / greenway paths are funded as standalone projects. Overall, most pedestrian accommodations within the state are made as incidental improvements.***



Town of Tarboro Bicycle Plan (2006)

“By improving and encouraging bicycle transportation, the Town hopes to increase bicycle usage, which has a variety of benefits, including improved health, better air quality, reduced traffic congestion, and increased attractiveness for visitors and residents alike.”



Town of Tarboro Bicycle Plan (2006)

[Town of Tarboro Bicycle Plan \(2006\)](#) | House Districts: [23](#) Senate Districts: [5](#) | RPO: [Upper Coastal Plain RPO](#) | [Government Website](#) | County: Edgecombe

Plan Goals:

Goal 1: Funding. Identify adequate funding, existing and future, for all proposed bicycle projects and programs.

Goal 2: Capital Projects. Identify and plan for the construction of more bicycle facilities, including more on-street bicycle lanes and off-road bicycle trails, as well as additional bicycle parking and wide outside shoulders on more rural streets.

Goal 3: Education. To educate bicyclists and motorists alike about bicycle safety through the distribution of informational pamphlets and brochures, bicycle safety programs through schools and the DMV, and other Town-sponsored group activities such as a bike rodeo or group ride.

Goal 4: Maintenance. To keep well-maintained bicycle facilities where the outside shoulders of roads with marked bicycle routes are kept clean, with no potholes, and off-road trails are swept and maintained throughout the year.

Goal 5: Safety. To have safe bicycle routes and facilities where children and adults feel comfortable riding their bicycles. In this atmosphere, children have safe bicycle routes to school, bicycles lanes are kept clear of parked cars, and cyclists are respected as viable commuters and travelers on roadways.

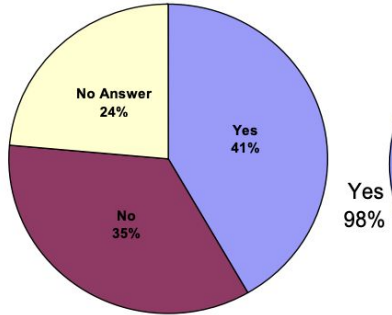
Goal 6: Access. To create an inter-connected network of bicycle facilities including marked bike lanes and off-road trails that allow for access to all destinations throughout Tarboro so that residents can travel by bicycle to work, school, and shopping destinations.

Goal 7: Policy. To establish construction and development policies to ensure bicycle facilities are included in all new public and private projects in Tarboro.

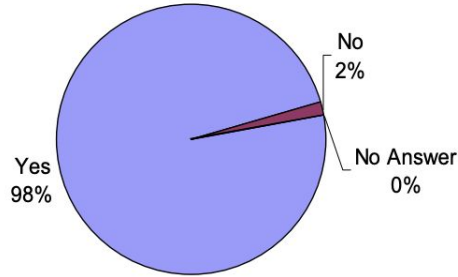


Town of Tarboro Bicycle Plan (2006)

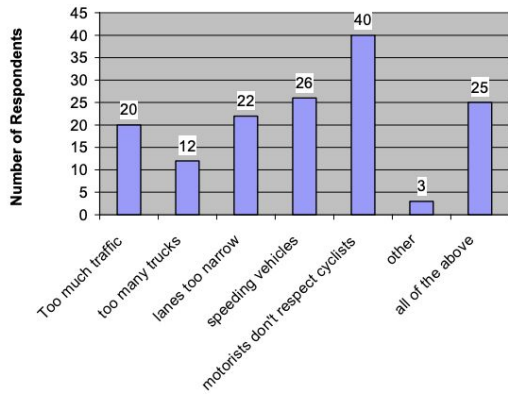
Do you feel safe riding a bicycle in Tarboro?



Do you ride a bicycle?



If no, why?



Education Recommendation:

Education

Bicycle Education and Safety Classes. The Tarboro Police Department already conducts bicycle safety classes in the school system. Additional classes could be considered as part of driver's licensing requirements or through after school programs. *Responsible Parties: Tarboro Police Department.*



Town of Tarboro Bicycle Plan (2006)

STATE FUNDING REFERENCE

State Transportation Improvement Program

Bicycle and pedestrian projects are broadly eligible for funding from most of the major federal-aid transportation sources. One of the most cost-effective ways of accommodating bicycle and pedestrian accommodations is to incorporate them as part of larger reconstruction, new construction and some repaving projects. Generally, the same source of funding can be used for the bicycle and pedestrian accommodation as is used for the larger highway improvement, if the bike/ped accommodation is “incidental” in scope and cost to the overall project. Overall, most bicycle and pedestrian accommodations within the state are made as incidental improvements. The other type of specific bicycle project is termed “independent” for the simple reason that it is not connected to a specific roadway improvement funded by NCDOT, which sets aside \$6 million annually through the Bicycle & Pedestrian Transportation Division for the construction of bicycle improvements across the State. Eighty percent of these funds are from STPEenhancement funds, while state funds provide the remaining 20 percent. Tarboro, by providing the local 20% match, can make its projects more attractive relative to competing applications.



Town of Tarboro Pedestrian Plan (2017)

“This pedestrian plan will provide a snapshot of existing pedestrian facilities. This plan will report concerns provided by the Town and its citizens as it pertains to a pedestrian friendly environment. Through documented feedback from the community and analysis, this plan will act as a guide and resource to the town in its efforts to provide citizens with complete and safe pedestrian facilities for transportation, recreation, and economic growth.”



Town of Tarboro Pedestrian Plan (2017)

[Town of Tarboro Pedestrian Plan \(2017\)](#) | House Districts: [23](#) Senate Districts: [5](#) | RPO: [Upper Coastal Plain RPO](#) | [Government Website](#) | County: Edgecombe

Plan Goal:

- The goal of this plan is to provide guidance to decision makers in creating a more walkable and safe community, and promoting healthier lifestyles for the citizens of the Town of Tarboro.

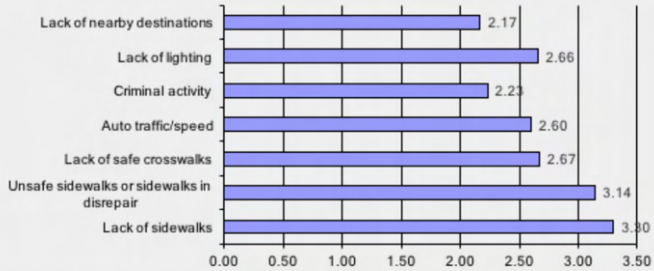
5 Main Target Areas:

1. Connecting the gap between Indian Lake Park to the Historic Downtown Main St. area.
2. Adding safe pedestrian facilities along Western Blvd. from all the way across the US 64 Bridge to the Walmart and shopping area.
3. New pedestrian facilities along W Wilson St connecting the Edgecombe Community College to the Historic neighborhoods where existing facilities are located at Office St.
4. Add or improve pedestrian facilities along St. Andrews St between E Northern Blvd to E Walnut St.
5. Improve or add cross walks along Albemarle Ave.

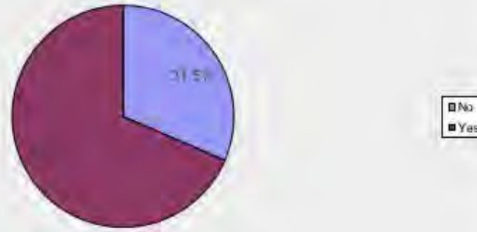


Town of Tarboro Pedestrian Plan (2017)

What are the biggest reasons or barriers to walking in Tarboro on a scale of 1 to 5, with 5 being the biggest and 1 being the smallest?



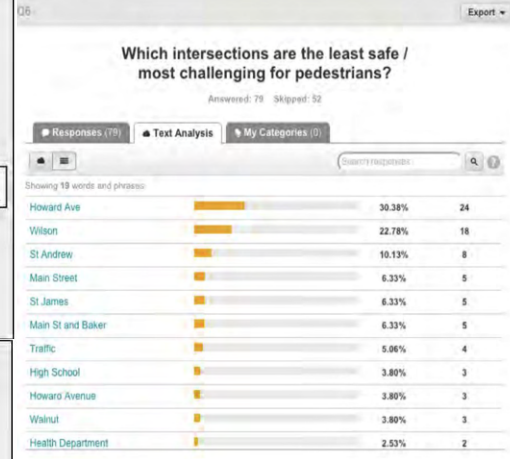
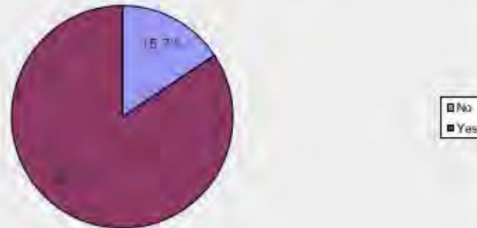
Are there locations you would like to see sidewalks, crosswalks or crossing signals added or improved?



Do you currently walk where no pedestrian facility or safe cross walk exists?



Should public funds (capital improvement funds, taxes, grants, etc.) be used to improve the pedestrian environment in Tarboro?





Town of Tarboro Pedestrian Plan (2017)

[Town of Tarboro Pedestrian Plan \(2017\)](#) | House Districts: [23](#) Senate Districts: [5](#) | RPO: [Upper Coastal Plain RPO](#) | [Government Website](#) | County: Edgecombe

Plan Goals:

- Encourage physical activity and wellbeing
- Promote partnerships with neighboring communities, businesses, and organizations
- Educate the community as to the benefits of pedestrian activity and applicable rules and regulations
- Enhance pedestrian safety particularly on roads with heavy vehicular and pedestrian traffic
- Improve the safety of students walking to and from school and of pedestrians walking throughout the Town
- Provide pedestrian connectivity to destinations within the community
- Connect new pedestrian facilities to neighboring systems to increase pedestrian connectivity
- All new transportation projects in the Town should include provisions for pedestrians
- Seek pedestrian funding, especially through the New Bern Area Metropolitan Planning Organization



Transylvania County Bicycle Plan (2020)

Vision Statement: “Transylvania County will have an interconnected network of paved paths, bike lanes, and other bike infrastructure that will provide greater safety, health, connectivity, and alternative transportation routes between communities and destinations in Transylvania County and throughout the region.”



Transylvania County Bicycle Plan (2020)

[Transylvania County Bicycle Plan \(2019\)](#) / Planning consultant: Atla Planning + Design / House Districts: [119](#) / Senate Districts: [50](#) / MPO: Land of Sky

Goals:

- Increase safety - Address the safety and comfortability of the transportation system for bicyclists and motorists; Reduce the number of bicycle crashes, injuries, and fatalities over time.
- Enhance health - Provide transportation options and recreational opportunities that promote an active lifestyle.
- Enhance connectivity - Establish a well-connected network of bicycle-friendly streets and paths as a part of diverse network of transportation options in Transylvania County.
- Increase livability through alternative transportation - Implement infrastructure to accommodate all modes of transportation to improve the overall quality of life in Transylvania County.
- Positively impact economic health - Acknowledge the economic benefits of a bicycle-friendly community, and capitalize on the return on investment for bikeways and greenways.
- Promote equity - Create a network of bike routes that allow ALL county residents to access parks and activity centers by biking.
- Protect the environment - Promote access to natural resources through strategic implementation of future shared use paths.



Transylvania County Bicycle Plan (2020)

Barriers:

- Nearly half of Transylvania County lies in public/conservation lands, including Pisgah National Forest, DuPont State Forest, Headwaters State Forest, Gorges State Park, Nantahala National Forest, and other protected lands.
- When considering the amount of land that is already developed, publicly owned, in the floodplain, or with slopes of over 25%, it is estimated that there is less than 20% of the County that can be developed.

Public Feedback Regarding Thoughts, Concerns, Priorities and Results (189 Respondents):

- 67 people would like to see multi-use paths
- 43 people would like to see road improvements
- 22 people would like to see education and communication addressed
- 15 people would like to see safety addressed
- 12 people would like to see connectivity prioritized

Policy Recommendations:

- Keep momentum on bicycle projects that are already in development.
- Strategically and proactively fund and build the priority network.
- Use the comprehensive network of recommendations to build other projects incrementally over time.
- Implement new programs and policies that support and encourage bicycling.



Trent Woods Comprehensive Pedestrian Plan (2014)

“The Trent Woods Comprehensive Pedestrian Plan is a culmination of a multi-year planning process to improve pedestrian safety, encourage physical activity, and add pedestrian connectivity to destinations in the Town of Trent Woods and surrounding communities.”



Trent Woods Comprehensive Pedestrian Plan (2014)

[Trent Woods Comprehensive Pedestrian Plan \(2014\)](#) | House Districts: [3](#) | Senate Districts: [3](#) | RPO: [Down East Rural Planning Organization](#) | [Government Website](#) | County: Craven

Plan Goals:

- Encourage physical activity and wellbeing
- Promote partnerships with neighboring communities, businesses, and organizations
- Educate the community as to the benefits of pedestrian activity and applicable rules and regulations
- Enhance pedestrian safety particularly on roads with heavy vehicular and pedestrian traffic
- Improve the safety of students walking to and from school and of pedestrians walking throughout the Town
- Provide pedestrian connectivity to destinations within the community
- Connect new pedestrian facilities to neighboring systems to increase pedestrian connectivity
- All new transportation projects in the Town should include provisions for pedestrians
- Seek pedestrian funding, especially through the New Bern Area Metropolitan Planning Organization



Trent Woods Comprehensive Pedestrian Plan (2014)

The following steps are recommended in order to implement the Comprehensive Pedestrian Plan:

1. Adopt the Trent Woods Comprehensive Pedestrian Plan.
2. Establish a Bicycle and Pedestrian Advisory Committee.
3. Form partnerships with the City of New Bern, New Bern Area Metropolitan Planning Organization, schools, local businesses, and community organizations.
4. Implement the policies, ordinances, and programs outlined in Section 7 of this Plan.
5. Secure funding and construct infrastructure projects as discussed in Section 6 of this Plan.



Trent Woods Comprehensive Pedestrian Plan (2014)

Policy Recommendations

The Town of Trent Woods should implement policies and provisions of the CAMA Regional Land Use Plan for New Bern, Trent Woods and River Bend, the New Bern Pedestrian Plan and the Trent Woods Pedestrian Plan, and pursue a comprehensive set of strategies including:

- Implementation of Complete Streets policy
- A coordinated system of bicycle and pedestrian facilities
- Implementation of pedestrian and bicycle improvements contained in both the Regional Land Use Plan, the New Bern Bicycle and Pedestrian Plans and the Trent Woods Pedestrian Plan
- Formation of the Bicycle and Pedestrian Advisory Committee
- Annual plan review of the implementation of programs and projects Redevelopment and new development permitted in Trent Woods should promote walking and bicycling.

The Town Commissioners should encourage pedestrian activity and bicycling through:

- Ensuring pedestrian facilities are planned in all new office, institutional, commercial and residential development
- Reducing reliance on the automobile as the only viable transportation option and promote walking and bicycling for healthy living
- Promote expansion of pedestrian amenities
- Require pedestrian and bicycle facilities in all roadway improvements
- Promote street and pedestrian connectivity in Trent Woods and adjoining facilities in New Bern
- Continue to participate in the New Bern Area MPO and promote local and regional bicycle and pedestrian projects



Tryon and Columbus Bicycle and Pedestrian Plan (2020)

“The Towns of Tryon and Columbus will encourage an active lifestyle for residents and visitors, regardless of age, income, or physical ability, by promoting a safe, inviting, and cohesive network for walking and biking.”



Tryon and Columbus Bike and Ped Plan (2020)

[Tryon and Columbus Bicycle and Pedestrian Plan \(2020\)](#) | House Districts: [113](#) Senate Districts: [48](#) | Project consultant: I RPO: Isothermal Rural Planning Organization | Government Website: [Tryon](#) and [Columbus](#) | County: Polk

Plan Goals:

- Provide context sensitive bicycle and pedestrian facilities that are in line with the rural character of the area.
- Promote connections between key local destinations.
- Support educational and enforcement initiatives to promote walking and biking.

Existing Conditions:

- Bicycle network: As of 2018, there are a limited number of bike routes, dedicated bicycle facilities, and shared-use paths in Tryon and Columbus. While Columbus has no dedicated bicycle facilities, Tryon is home to both NC Bike Route 8 - the Southern Highlands Route and the Vaughn Creek Greenway.
- Pedestrian Network: Similar to the bicycle infrastructure, the pedestrian network is fairly limited, and the quality of the network is poor, with many crumbling sidewalks, ADA compliance issues, missing curb ramps, and an insufficient number of roadway crossings for pedestrians.
 - The municipalities do not have an inventory of the network, sidewalks, curb ramps, and pedestrian crossings. This makes it difficult to know the condition of these facilities and do effective asset management.



Tryon and Columbus Bike and Ped Plan (2020)

Existing Conditions/Challenges Continued:

- Like many other mountain towns, Tryon and Columbus are home to challenging terrain and limited rights-of-way. Additionally, each Town has limited roadway miles maintained by NCDOT.
- Tryon has roughly 5.3 miles of state-maintained roadways and nearly 22 miles of town-maintained. Columbus has approximately 8 miles of state-maintained roadways — 2 of which are Interstate 26 — and 10 miles of town-maintained roadways. This adds an extra layer of complexity to providing bicycle and pedestrian facilities, as nearly 80% of Tryon's roads and 60% of Columbus's roads will be reliant on Town funding.
- Due to limited rights-of-way, constrained funding, and challenging terrain, the planning of bicycle and pedestrian facilities in Tryon and Columbus will place more of an emphasis on filling gaps and addressing maintenance concerns, and less on wholesale redesigns of streets to accommodate bicycles and pedestrians.

- The Town of Columbus has had eight pedestrian crashes and one bicycle crash between 2007 and 2018. The majority of these crashes have occurred along NC 108/Mill Street or in private parking areas.

Previous planning efforts:

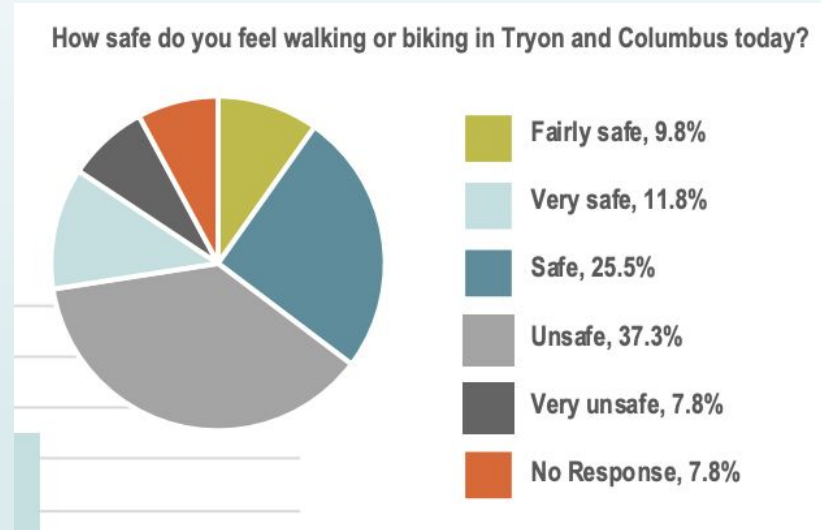
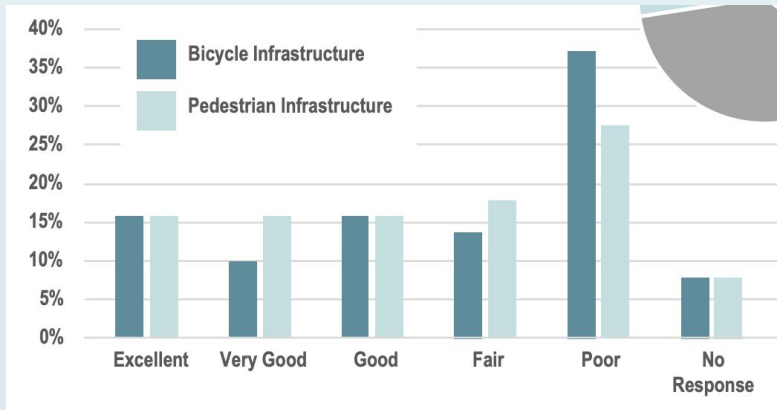
1. Isothermal Regional Bicycle Plan (2018)
2. Polk County Recreation Plan (2013)
3. Isothermal Regional Trails Plan
4. Polk County 20/20 Vision Plan (updated 2017)



Tryon and Columbus Bike and Ped Plan (2020)

Community Feedback: A total of 51 individuals took the first online survey to share their sentiments about bicycle and pedestrian infrastructure in Tryon and Columbus.

- 41% of participants think building more infrastructure would encourage biking and walking
- 43% of participants prefer greenways or multi-use paths
- How would you describe bicycle and pedestrian infrastructure in Tryon today?





Tryon and Columbus Bike and Ped Plan (2020)

Facility Recommendations:

Tryon

Street	Improvement	Extents
Hogback Mountain Road	Paved Shoulder	Laurel Ave to Tryon Town Limits
Howard Street	Shared Lane	US 176 (Trade St) to Oak St
Howard Street	Paved Shoulder	Oak St to Ziglar Field
Jackson Street	Paved Shoulder	Markham Rd to Shepard St
Laurel Avenue	Shared Lane	Melrose Ave to Hogback Mountain Rd

Programs:

- Local events
- Project integration
- Design guidelines
- Promotions and awareness
- Monitoring and assessment

Columbus

Forest Glen Road	Paved Shoulder	NC 108 to Columbus Town Limits
Houston Road	Paved Shoulder	NC 108 to Columbus Town Limits
NC 108 (Mills Street)	Separated Bike Lane	Walker Street to Peak Street
NC 108 (Mills Street)	Shared Use Path	Blanton Street to Columbus Town Limits
Peak Street	Separated Bike Lane	NC 108 to Columbus Town Limits
Walker Street/Peniel Road	Separated Bike Lane	NC 108 to Columbus Town Limits

Funding



Troutman Bicycle and Pedestrian Plan (2023)

“The Town of Troutman will be a vibrant, welcoming community where safe walking and bicycling paths connect neighborhoods to the downtown center, Lake Norman, and other key activities and destinations and allow for healthy recreation, mobility, and accessibility for people of all ages and abilities. “



Troutman Bicycle and Pedestrian Plan (2023)

[Troutman Bicycle and Pedestrian Plan \(2023\)](#) | House Districts: [89](#) Senate Districts: [37](#) | Project consultant: [VHB](#) |

I MPO: [CRTPO](#) | [Government Website](#) | County: Iredell

Plan Goals:

- Safety: prioritize safe transportation for vulnerable road users
- Mobility and Accessibility for all to be able to walk and bicycle
- Outdoor Recreation and Health
- Connectivity to destinations and to the larger regional networks
- Equitable Access for all in the community
- Economic Development: support local businesses and bicycle tourism

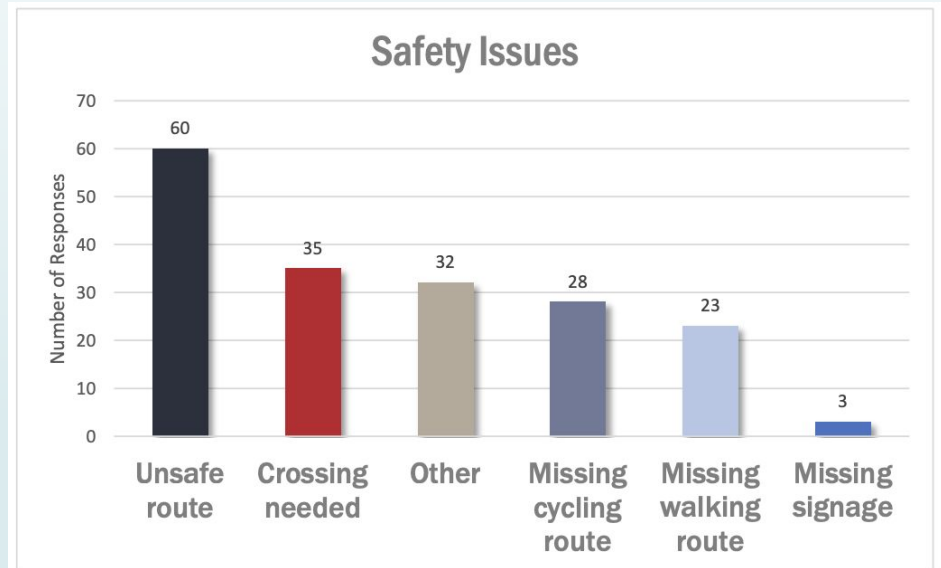


Figure 9 - Town of Troutman Bicycle and Pedestrian Safety Issues Reported by Online Survey Participants



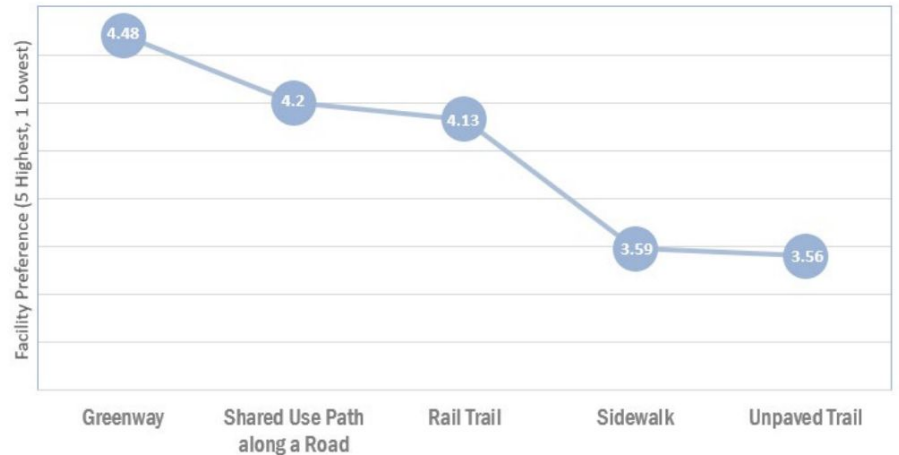
Troutman Bicycle and Pedestrian Plan (2023)

On-Road Bike Facilities



Figure 10 - On-Road Bicycle Facility Types Preferred by Online Survey Participants

Sidewalks & Shared Use Paths





Troutman Bicycle and Pedestrian Plan (2023)

Program Recommendations: Driver Education

Stakeholders from the community expressed the need for driver education in the community. Town staff, Steering Committee members, and community leaders can work together to identify priority educational topics, key 83 Troutman Bicycle and Pedestrian Plan Final Report audiences, and outreach methods (e.g., signage, workshops, print media). Potential educational campaigns, as discussed by both community stakeholders and Steering Committee members, include the following:

- General rules of the road conducted at day cares and churches (for young residents).

- **Friendly Driver Certification Program**

<https://www.littlerock.gov/for-residents/bikeped-littlerock/education/friendly-driver-program/>

- Street Smart NJ – Drive Smart/Walk Smart Campaign <https://bestreetsmartnj.org>

Program Recommendations: Internal Education

Education is not limited to the community, but should also include all key staff involved in Plan implementation. This includes Town staff, Board members, and Steering Committee members as well as NCDOT Division staff and regional or county staff, when relevant. Opportunities for education include, but are not limited to, the following:

- Staff presentations on sessions or conference events.
- Meetings or retreats on the Plan to discuss the status of the Plan, potential funding opportunities, roadblocks to implementation, or other similar pertinent information.
- Coordination between agencies and departments, such as information or resource sharing between transportation, planning, health, facilities, parks and recreation, and other such City or county departments.
- Training opportunities—webinars, brown bag lunch presentations—to educate staff on pedestrian guidelines and designs and best practices from across the state and nation.



Troutman Bicycle and Pedestrian Plan (2023)

State Funding Source Reference:

STI Prioritization and STIP NCDOT manages the STI Prioritization process which results in an update to the State Transportation Improvement Program every two years. STIP identifies construction funding for transportation projects, funded through a combination of federal and state funding sources. The Town of Troutman could submit a project through the CRTPO process to be considered for STI Prioritization and scoring and inclusion in the STIP. Both stand-alone bicycle and pedestrian improvements and roadway projects with inclusion of complete streets elements may be submitted.



Wadesboro Pedestrian Plan

Wadesboro Pedestrian Plan | House Districts: [55](#) and Senate Districts: [29](#)

Project consultant: RPO: [Rocky River RPO](#) | [Government website](#) | County: Anson

- **A pedestrian appears to be in the planning stages**
 - Wadesboro Parks & Recreation page [info](#)
 - [“Defining Success in Rural NC: Pedestrian Planning in Wadesboro, North Carolina”](#) document created by Rocky River RPO

Related plans:

- [Anson County Vision 2040 Plan \(2021\)](#)



Town of Wake Forest Bike Plan (2008)

- Related Plans:
- Open Space and Greenway Plan (2002)
 - NC 98 Bypass Corridor Master Plan (2003)
 - Wake Forest Transportation Plan (2003)
 - Renaissance Plan for the Heart of Wake Forest (2005)
 - CAMPO Bicycle and Pedestrian Plan (2003)
 - Town of Wake Forest Ped Plan (2006)



Town of Wake Forest Bike Plan (2008)

[Wake Forest Bicycle Plan](#) | House Districts: [35](#) Senate Districts: [18](#) | Project consultants: | MPO: Capital Area | [Government Website](#) | County: Franklin, Granville, and Wake

Plan Goals:

1. Regional Connections
2. Safety for all skills and purposes
3. An attitude of acceptance
4. Improvements to existing facilities
5. Construction/new projects

Existing Conditions:

- The Town of Wake Forest has a very limited system of existing paved greenways
- Stakeholders would like to see better bicycle access into downtown from the Capital Boulevard and Main Street/New Falls of Neuse Road intersection, either through better on-road access or through the construction of an off-road facility.

Community Feedback (from 193 survey responses)

- All of the survey respondents indicated that they would like to see more greenways in the Town, and 95 percent indicated they would like to see more bike lanes. Respondents suggested the following locations for future greenways:
 - Between neighborhoods for connections from one neighborhood to another
 - From neighborhoods to downtown, parks, and schools
 - From downtown to the Factory/US 1/Capital Blvd. area
 - Around parks, especially Flaherty Park; and
 - As connections to the Raleigh Greenway system and the Falls Lake Greenways.
- Nearly 100 percent of respondents indicated they would like to ride more



Town of Wake Forest Bike Plan (2008)

Community Feedback Continued:

- Several respondents also recommended that bike lanes should be constructed for commuting access to Raleigh; towards Falls Lake, Youngsville, and Rolesville; and on any new roadways.
- Sixty-two percent (62%) of respondents felt that Wake Forest needed more bike parking. Recommended locations for bike parking racks included the following areas.
- Many of the comments from respondents indicated that respondents felt that Wake Forest needed safer bicycling routes to schools, parks, tennis courts, and shopping centers. Respondents often discussed their wish to ride with their children, but they felt that they were unable to because the roads were too dangerous. These statements, along with a demand for connections to Raleigh's greenway and bicycle system, are fairly consistent with the issues identified by the Stakeholder Committee that the Town needs an improved and safer cycling network for children.

The major conclusions that can be drawn from the survey results are as follows:

- **Recommendations in the Plan should work to increase cyclist's safety and comfort on existing roadways. This will also attract more cyclists to ride in Wake Forest.**
- **The Plan should emphasize building more greenways as a way to promote cycling in Wake Forest.**
- **Major roads that should be improved include: Main St, Forestville Road, Ligon Mill Road, and Durham Road.**



Town of Wake Forest Bike Plan (2008)

[Priority projects listed here](#)

Bicycle lanes, signage, on-pavement symbols, new greenway and multi-use trail construction

Short-Term Recommendations

Map ID Number	Location	Facility Type
<i>On-Road Facilities</i>		
1	N. White Street – County line to Juniper Ave.	Wide Striped Shoulder
2	N. White Street- Juniper Ave. to Spring St.	Bike Lanes
3	N. White Street – Spring St. to Roosevelt Ave.	Wide Striped Shoulder
4	S. White Street – Roosevelt Ave. to Elm Ave.	Sharrows
5	S. Main Street – South Ave. to Holding Ave.	Sharrows
6	S. Main Street – Holding Ave. to 98 Bypass	Wide Striped Shoulder
7	S. Main Street – 98 Bypass to Rogers Rd.	Wide Striped Shoulder
8	S. Main Street – Rogers Rd. to Capital Blvd.	Bike Lanes & Multi-Purpose Path
11	Ligon Mill Road – S. Main St. to Burlington Mills Rd.	Bike Lanes
23	Stadium Drive – Capital Blvd. to Rock Springs Rd.	Wide Striped Shoulders & Multi-Purpose Path
24	Stadium Drive – Rock Springs Rd. to Wingate St.	Sharrows
35	Rogers Road – Main St. to Heritage lake Rd.	Wide Striped Shoulders & Multi-Purpose Path
NA	Greenway Recommendations	Off-Road Greenway
NA	Intersection of Main Street and Capital Blvd.	Bicycle Improvements

Mid-Term Recommendations

Map Reference Number	Location	Facility Types
<i>On-Road Facilities</i>		
9	Ligon Mill Road – Agora Dr. to Durham Rd.	Bike Lanes
10	Ligon Mill Road – Durham Rd. to S. Main St.	Bike Lanes
36	Rogers Road – Heritage Lake Rd. to Town Limits	Wide Striped Shoulders & Multi-Purpose Path

Long-Term Recommendations

Map Reference Number	Location	Facility Types
<i>On-Road Facilities</i>		
19	Harris Road – Capital Blvd. to Oak St.	Multi-Purpose Path
25	Burlington Mills Rd – Capital Bld. to Ligon Mill Rd.	Wide Striped Shoulder & Multi-Purpose Path
26	Bulrington Mills Rd – Ligon Mill Rd to Forestville Rd	Wide Striped Shoulder & Multi-Purpose Path
28	East Wait Ave – Allen Rd. to Jones Dairy Rd.	Bike Lanes
34	Roosevelt Ave/Wait Ave –Front St. to Allen Rd.	Sharrows; Bike Lanes



Town of Wake Forest Bike Plan (2008)

Plan provides short, mid, and long-term recommendations divided into policy, program, and facility recommendations

Establish policy to require bicycle facilities and their impacts to be included in Traffic Impact Analyses for new private development and roadway projects.

Establish school zones around all schools

Strengthen Greenway Ordinance Requirements

Require striped bicycle lanes and appropriate signage where called for in the Bicycle Plan

Require striped bicycle lanes and appropriate signage along new subdivision streets

Use the Design Section of the Bicycle Plan to determine the appropriate bicycle facility treatment for roadways in Wake Forest

Require intersections to have bicycle-sensitive signals as part of development requirements and public works engineering standards

Create an annual budget for bicycle-related improvements.

Create a Bike Rodeo Event.

Create a Helmet-to-Go Program

Monthly Bike Day

Bicycle Facilities Map

Establish a Safe Routes to School Program

Develop a Greenways Maintenance and Safety Policy.

Participate in Bike-to-Work Week

Establish Standing Bicycle and Pedestrian Advisory Committee

Conduct Officer Training

Establish a Travel Demand Management (TDM) Program

Develop a Local Routes Program

Develop & Distribute Educational Pamphlets

Downtown "Green Streets" Program

Wake Forest Bicycle-Friendly Signs

Bicycle Parking Installation Program



Warrenton Bicycle & Pedestrian Plan (2020)

“Warrenton is a friendly, diverse, charming, and economically vibrant community that embraces the best of both small-town life and of our interwoven histories while engaging the future. This plan will focus on mobility, safety, health, economy, and the environment to create a network of bikeways and pedestrian walkways for residents and visitors alike.”

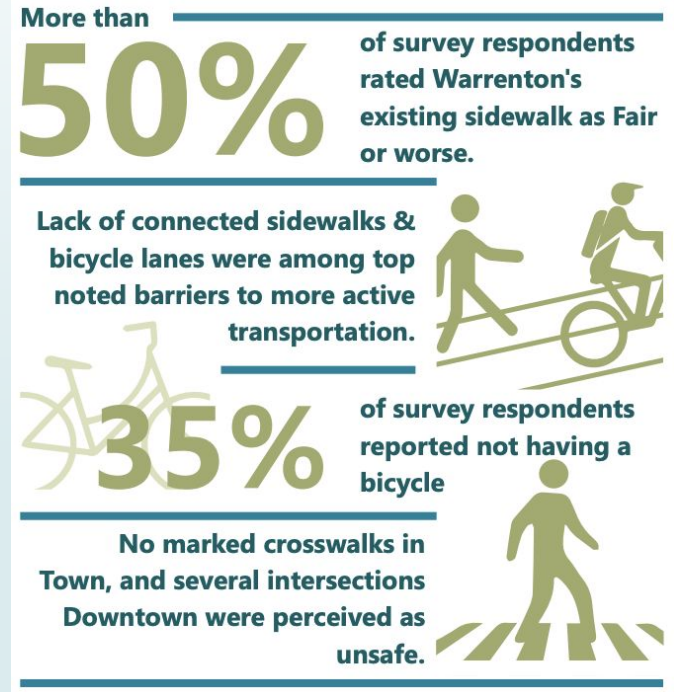


Warrenton Bicycle & Pedestrian Plan (2020)

[Warrenton Bicycle & Pedestrian Plan \(2020\)](#) | House Districts: [27](#) Senate Districts: [2](#) | Project consultants: [VHB](#) | MPO: [Kerr-Tar RPO](#) | [Government Website](#) | County: Warren

Goals

1. Plan for interconnected, safe, pedestrian and bicycle networks
2. Engage the public to identify possible barriers to non-automotive travel
3. Support the Town as a destination for bicycling and walking
4. Identify opportunities for new or improved small public places
5. Ensure the integration of past and ongoing planning recommendations





Warrenton Bicycle & Pedestrian Plan (2020)

Figure 8. Public Rating of Existing Pedestrian Network

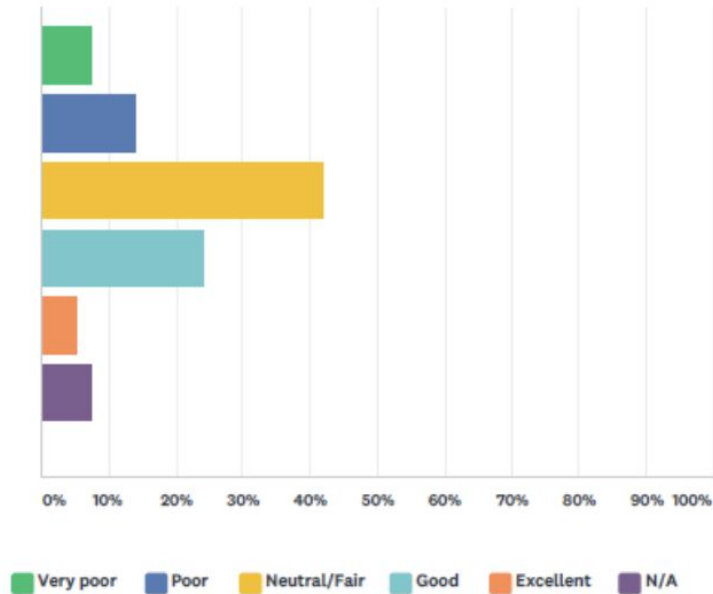
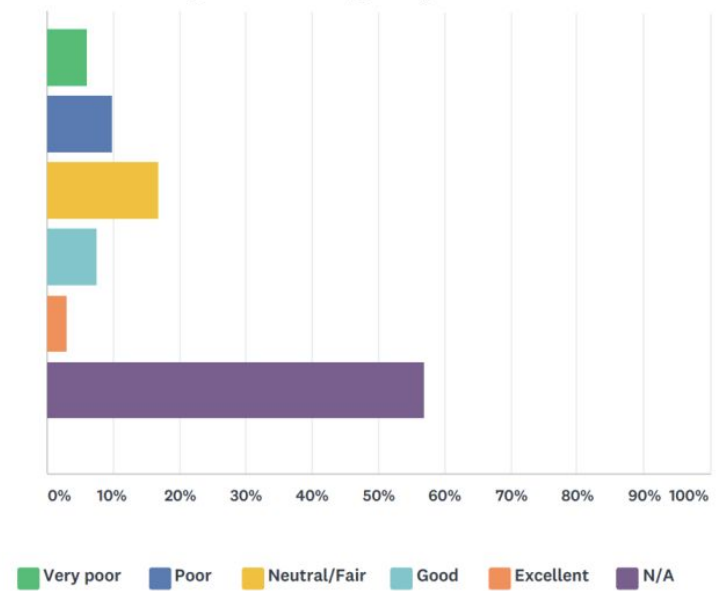


Figure 9. Public Rating of Existing Bicycle Network





Warrenton Bicycle & Pedestrian Plan (2020)

Barriers to Walking

Poor maintenance of sidewalks (cracked, separated, or overgrown)	32%
Lack of connected sidewalks	28%
Live too far from my favorite destinations	20%
Concern for personal safety/security	18%
Lack of crosswalks	17%
Unsafe vehicular traffic/speed	15%
None; I walk often	14%

Barriers to Biking

Lack of bicycle lanes or shared lane markings	40%
I do not own a bicycle	35%
Lack of multi-use paths/trails	29%
Live too far from my favorite destinations	22%
Unsafe vehicular traffic/speed	22%
Unsafe conditions for bicyclists at intersections	17%
Lack of bicycle parking (e.g. bike racks) at destinations	9%



Warrenton Bicycle & Pedestrian Plan (2020)

Driver Education

Stakeholders from the community expressed the need for driver education in the community. Town staff, Steering Committee members, and community leaders can work together to identify priority educational topics, key audiences, and outreach methods (e.g., signage, workshops, print media). Potential educational campaigns, as discussed by both community stakeholders and Steering Committee members, include the following:

- Bicycling rules of the road.
- General rules of the road conducted at day cares and churches (for young residents).
- General awareness signs for visitors entering Warrenton.

Internal Education

Education is not limited to the community, it should also include all key staff involved in Plan implementation. This includes Town staff, Board members, and Steering Committee members as well as NCDOT Division staff and regional or county staff, when relevant. Opportunities for education include, but are not limited to, the following:

- Staff presentations on sessions or conference events.
- Meetings or retreats on the Plan to discuss the status of the Plan, potential funding opportunities, roadblocks to implementation, or other similar pertinent information.
- Coordination between agencies and departments, such as information or resource sharing between transportation, planning, health, facilities, parks and recreation, and other such Town or county departments.
- Training opportunities—webinars, brown bag lunch presentations—to educate staff on pedestrian guidelines and designs and best practices from across the state and nation.



Warrenton Bicycle & Pedestrian Plan (2020)

State Funding Sources

- **State Transportation Improvement Program (STIP)³**
- **Surface Transportation Program-Direct Allocation funding (STP-DA)⁴**
- **State Street-Aid (Powell Bill) Program⁵**
- **NCDOT HSIP Hazard Elimination Program⁶:** Safety grant program utilizing federal and state funding to address safety and potential safety issues. Projects are selected based on a cost-benefit ratio with safety benefits being classified in terms of crashes reduced.
- **Governor's Highway Safety Program Grant⁷:** Safety grant program specifically related to preventing crashes on North Carolina roads.
- **Eat Smart, Move More NC⁸:** Provides a variety of links and resources, including potential funding sources for public health initiatives.
- **Non-Infrastructure Transportation Alternatives Program⁹**
- **NC Parks and Recreation Trust Fund PARTF Program¹⁰:** Provides dollar-to-dollar matching funds for the creation of parks and recreational facilities. Warren County has been successful in obtaining PARTF funds for the Hayley-Haywood Park in 2016.
- **NC Regional Trails Program¹¹:** Provides funding for trails projects that are construction ready for grant funding and leverage local funds to meet recreational trail and trail-needs.





Washington Comprehensive Pedestrian Plan (2016)

“Washington’s vision is to develop a pedestrian friendly environment that connects neighborhoods, parks, shopping, and employment destinations, while attracting new residents and businesses with the beautiful natural settings in which these walkway facilities are located.”



Washington Comprehensive Pedestrian Plan (2016)

[Washington Comprehensive Pedestrian Plan \(2016\)](#) | House Districts: [79](#) Senate Districts: [3](#) | MPO: [Mid-East RPO](#) | [Government Website](#) | County: Beaufort

THEMES, GOALS, & OBJECTIVES

There were several overall themes that the plan needed to address that were identified through discussions by the Steering Committee. The following themes were derived:

- Improved Safety
- Education
- Connectivity and Accessibility
- Enforcement
- Health Promotion
- Compatibility with Cycling

DRIVER EDUCATION

Targeting the young generation with this plan is very important. Children aged 5- 15 are not yet old enough to drive, are young enough to have the energy and ability to learn new skills and habits, and sometimes have no choice but to walk. Once these children turn sixteen, it should be expected that the majority of these youth are drawn to the automobile. The car is a status symbol, a mode of independence, and a sign that they are becoming an adult.



Washington Comprehensive Pedestrian Plan (2016)

NC DEPARTMENT OF TRANSPORTATION AND SAFETEA-LU

The most likely source of funding for the pedestrian projects would come from the North Carolina Department of Transportation and the federal funding program MAP-21. Some of the sub-programs within MAP-21 and within NCDOT are listed below:

- State Transportation Improvement Program (STIP): The STIP contains funding for various transportation divisions of NCDOT including: highways, aviation, enhancements, public transportation, rail, bicycle and pedestrians, and the Governor's Highway Safety Program. STIP is the largest single source of funding within SAFETEA-LU and NCDOT.



Washington Comprehensive Bicycle Plan (2014)

“Washington is a bicycle-friendly community where bicycling is a safe, viable, and popular transportation choice for citizens and visitors alike.”



Washington Comprehensive Bicycle Plan (2014)

[Washington Comprehensive Bicycle Plan \(2014\)](#) | House Districts: [79](#) Senate Districts: [3](#) | MPO: [Mid-East RPO](#) | [Government Website](#) | County: Beaufort

THEMES, GOALS, & OBJECTIVES

There were several overall themes that the plan needed to address that were identified through discussions by the Steering Committee at the May 24, 2012 meeting. The following themes were derived from the meeting:

- Improved Safety
- Education
- Connectivity and Accessibility
- Bicycle Amenities
- Enforcement
- Health Promotion

Goals and Objectives

Goal 1 : Improving the safety of bicyclist

Goal 2 : Educating cyclist and motorist

Goal 3 : Improving connectivity and accessibility by bicycle

Goal 4 : Improving existing and establishing new bicycle amenities

Goal 5 : Creation/Enforcement of bicycle laws and policies



Washington Comprehensive Bicycle Plan (2014)

EDUCATION RECOMMENDATIONS

SMART CYCLING PROGRAM

The American League of Bicyclists offers courses to adults and children to teach bicyclist and motorists how to ride safely and share the road. The American League of Bicyclists offers rider education based on curricula set forth in the Smart Cycling Program. Smart Cycling courses are taught throughout the United States by certified instructors. The Smart Cycling Program is recommended as a mid-term priority in order to allow the City time to implement additional bicycle facilities in an effort to create a more bike-friendly environment.

BIKE LAW EDUCATION FOR POLICE

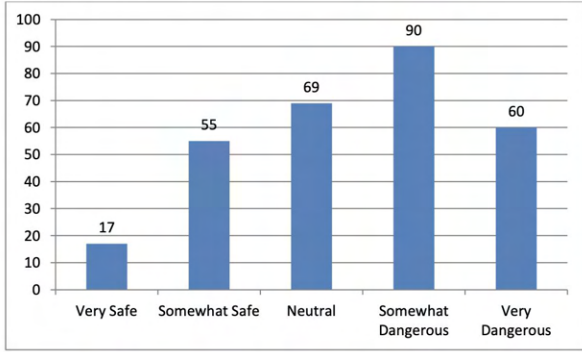
Police Partnering with law enforcement is an essential component of bicycle programs that seek to enable all users to share roadways safely. These partnerships help to provide information about and ensure consistent enforcement of bicycle safety laws. They also address motorist as well as cyclist behavior. The City and the Police Department should partner in this effort, with components of this collaboration including:

- Development of courses for law enforcement officers about bicycle safety and laws, and Safe Routes to School
- Development of Bicycle Safety Enforcement Plans
- Development of easy reference materials for officers, such as brochures
- Development of bicycle safety videos
- Joint education and enforcement activities conducted by law enforcement officers and volunteers

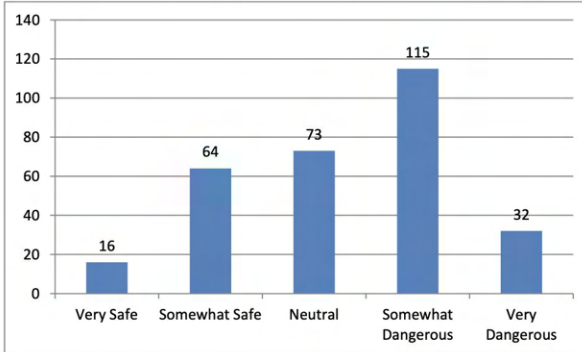


Washington Comprehensive Bicycle Plan (2014)

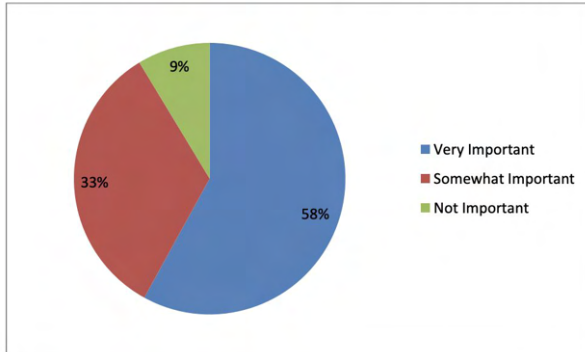
6. How do you feel about bicycling for daily needs in Washington?



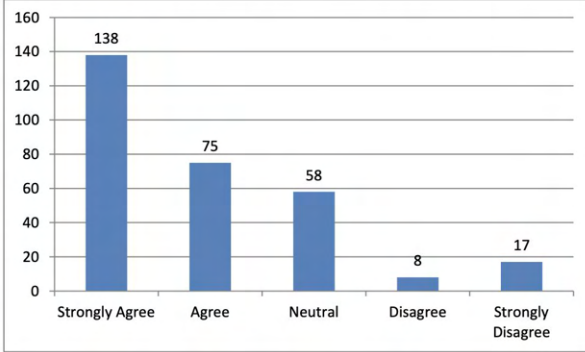
7. Do you feel bicycling for recreation in Washington is?



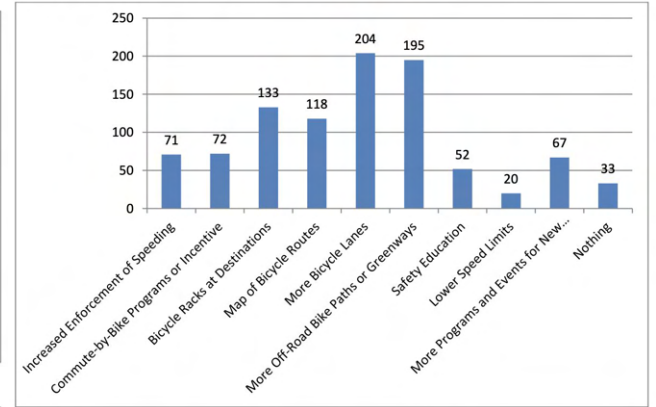
8. How important to you is improving bicycling conditions in Washington?



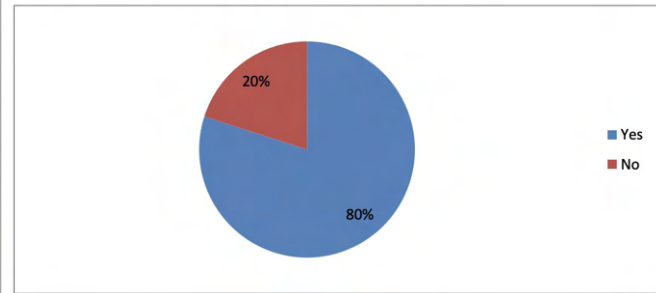
9. Would you bicycle more if safety issues in Washington were resolved?



10. Which of the following changes would encourage you to bike more often?



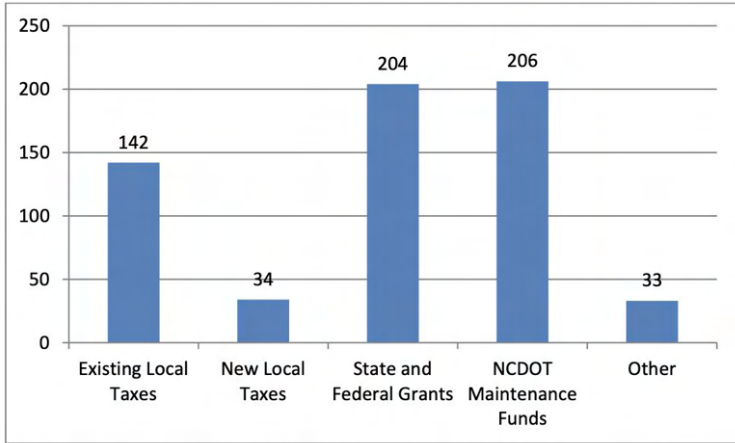
15. Should public funds be used to improve bicycle transportation?





Washington Comprehensive Bicycle Plan (2014)

16. What types of funds should be used to improve bicycle transportation?



STATE FUNDING REFERENCE:

Bicycle and Pedestrian accommodations such as; bike lanes, wide paved shoulders, sidewalks, intersection improvements, bicycle and pedestrian safe bridge design, etc. are frequently included as “incidental” features of larger highway/roadway projects. “Incidental Projects” are often constructed as part of a larger transportation project, when they are justified by local plans that show these improvements as part of a larger, multi-modal transportation system. Having a local bicycle or pedestrian plan is important, because it allows NCDOT to identify where bike and pedestrian improvements are needed and can be included as part of highway or street improvement project.



Waxhaw Pedestrian Plan (2022)

“The Waxhaw Pedestrian Plan shall promote and foster the traits that make Waxhaw a great place to live, work, shop, and play so that residents and visitors are well connected to the town’s character, history, and unique charm, in a safe and neighborly environment and an active downtown.”

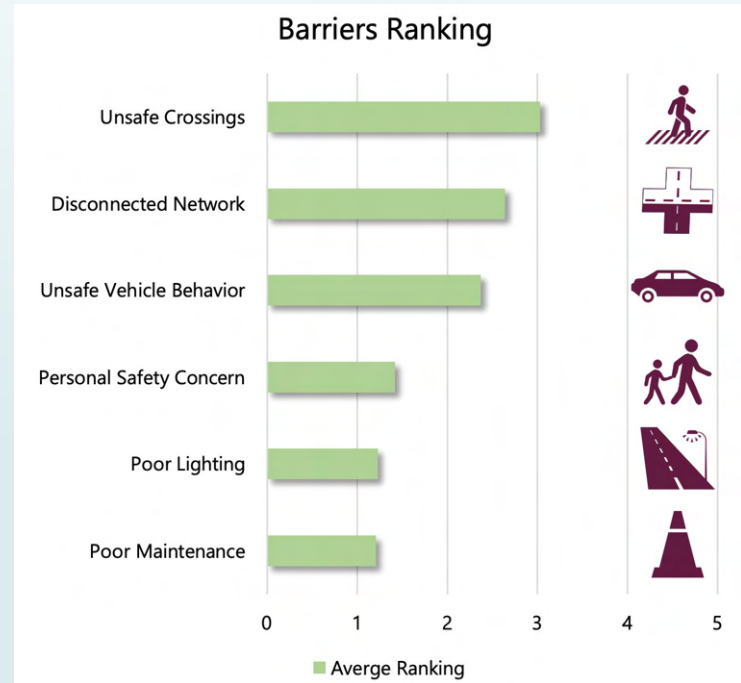


Waxhaw Pedestrian Plan (2022)

[Waxhaw Pedestrian Plan \(2022\)](#) | House Districts: [68](#), [55](#) Senate Districts: [35](#) | Project consultants: [VHB](#) | MPO: [CRTPO](#) | [Government Website](#) | County: Union

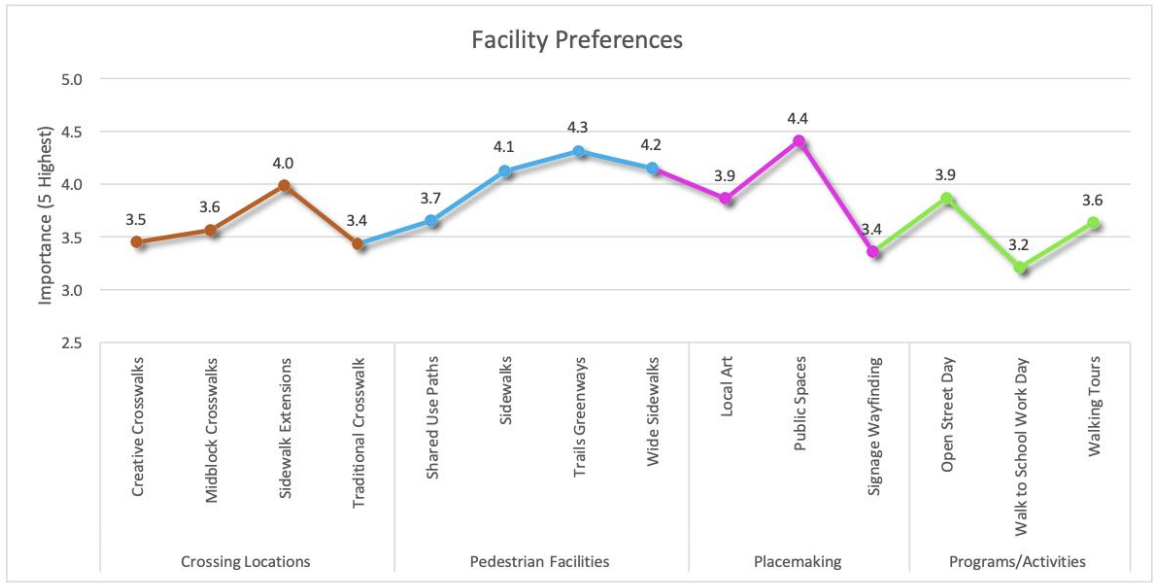
Goals

- Goal 1: Connect the Town through, between, and within its neighborhoods
- Goal 2: Make Waxhaw more accessible
- Goal 3: Improve walking conditions along the NC16 corridor
- Goal 4: Showcase Waxhaw's historic, natural, and cultural sites
- Goal 5: Create a safer environment for pedestrians of all ages and abilities
- Goal 6: Promote healthier lifestyles
- Goal 7 Foster activity Downtown and in Future Neighborhood Centers





Waxhaw Pedestrian Plan (2022)



Driver Education Stakeholders from the community expressed the need for driver education in the community. Town staff, Steering Committee members, and community leaders can work together to identify priority educational topics, key audiences, and outreach methods (e.g., signage, workshops, print media). Potential educational campaigns, as discussed by both community stakeholders and Steering Committee members, include the following:

- General rules of the road conducted at day cares and churches (for young residents);
- General awareness signs for visitors entering Waxhaw, through potential application of gateway and wayfinding stations like Int-32: NC-16 at Price St and Int-33: NC 75 at Old Providence Rd.



Waxhaw Pedestrian Plan (2022)

Funding Sources

Funding sources to consider moving forward include, but are not limited to, the following. Refer to the Appendix for more funding source options.

- State Transportation Improvement Program (STIP)¹ The Town may consider coordination with NCDOT to integrate pedestrian safety improvements and Complete Streets elements within programmed local STIP projects and developing future projects for prioritization in the STIP



Waynesville Comprehensive Pedestrian Plan (2010)

“The town of Waynesville is a safe and healthy place to live, work, learn and play. Our town is a community where walking is a major travel mode and where the town’s development patterns and interconnected pedestrian circulation network:

- Provide pedestrians convenient, safe and enjoyable access and mobility throughout the developed portions of the town.***
- Link the town’s neighborhoods by providing a “seamless system”, which helps to maintain a vibrant and sustainable lifestyle.”***



Waynesville Comprehensive Pedestrian Plan (2010)

[Waynesville Comprehensive Pedestrian Plan \(2010\)](#) | House Districts: [118](#) Senate Districts: [50](#) | Project consultants: [Wilbur Smith Associates](#) | MPO: [Land of Sky RPO](#) | [Government Website](#) | County: Haywood

Goals & Objectives

Goal #1: Increase and enhance the safety of pedestrians in the town of Waynesville.

Goal #2: Enhance public awareness and education of pedestrians in the town of Waynesville

Goal #3: Adopt policies that promote connectivity, coordination and continuity of pedestrian facilities throughout the town of Waynesville

Goal #4: Enhance personal and environmental health in the town of Waynesville.

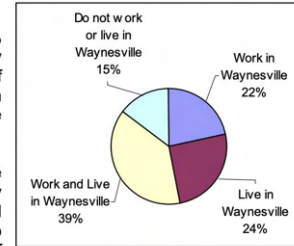
Goal #5: Develop a maintenance and implementation plan

1.4 SURVEY RESULTS

A public opinion survey was administered to determine the pedestrian-oriented needs and desires of the community. A total of 86 surveys were returned. Thirty-two (32) of the respondents were between the ages of 40 and 55. Thirty (30) respondents were between the ages of 25 to 39. Twenty (20) respondents were older than 55 years of age while four (4) respondents were between the ages of 16 and 25.

The majority of the respondents were female. Sixty-seven (67) females responded to the survey while only nineteen (19) males responded.

Based on the respondents to the survey, 39% both work and live in Waynesville while 24% only live in Waynesville. Twenty-two (22) percent of the respondents indicated they only work in Waynesville while 15% indicated they were visitors.



Walking or running for personal fitness was the most common answer given when asked why people chose to use pedestrian facilities followed closely by leisure and recreation. Some chose to walk because they do not have other means of transportation but others walk as a personal choice. Walking and/or running are already a lifestyle choice of many of the respondents of the survey. Most respondents said that they walk or run at least several times in a week. Their choice of location for walking was mostly on sidewalks; however some respondents indicated that they do walk on streets which do not have sidewalks

Respondents also expressed that if there was a pedestrian system of better sidewalks and trails connections, people would choose to walk more. As gas prices continue to rise, a safer and accessible alternative to the automobile is desired for local trips. Also, many respondents expressed that public awareness program needs to be implemented to make citizens more aware of the readily available pedestrian facilities. The respondents are also very supportive of the Town's efforts to promote a more pedestrian friendly environment.



Waynesville Comprehensive Pedestrian Plan (2010)

Education Recommendations

The education of citizens, Town Leaders, and Town Staff is an important component of developing a viable, convenient, and particularly safe transportation system. The Town should use one of its local festival days to help promote pedestrian safety and Waynesville's pedestrian network. In addition to educating the public on the availability of the pedestrian network and its accessibility, the public also needs to be provided some basic guidelines to follow that would ensure a safer, more enjoyable pedestrian experience. The Town should coordinate with local walking groups to provide informational workshops to educate both motorists and pedestrians.



Waynesville Comprehensive Pedestrian Plan (2010)

Funding Opportunities through NCDOT:

Bicycle and Pedestrian Independent Projects Funded through the Transportation Improvement Program (TIP)

In North Carolina, the Department of Transportation, Division of Bicycle and Pedestrian Transportation (DBPT) manages the Transportation Improvement Program (TIP) selection process for bicycle and pedestrian projects. Projects programmed into the TIP are independent projects – those which are not related to a scheduled highway project. Incidental projects – those related to a scheduled highway project – are handled through other funding sources described in this section.



Weaverville Bicycle and Pedestrian Plan

Weaverville Bicycle and Pedestrian Plan

House Districts: [116](#) and Senate Districts: [46](#)

Project consultant: MPO: [French Broad River MPO](#) | [Government website](#) | County: Buncombe

Weaverville [received a 2020 NCDOT planning grant](#) to create a new bicycle and pedestrian plan. The plan is ongoing.



Wendell Comprehensive Pedestrian Plan (2017)

“The residents of Wendell envision a Town where people of all ages can walk safely within the community for transportation, exercise and enjoyment.”



Wendell Comprehensive Pedestrian Plan (2017)

[Wendell Pedestrian Plan \(2017\)](#) | House Districts: [39](#) Senate Districts: [14](#) | Project consultants: Stantec (Michelle Peele and Scott Lane) | MPO: Capital Area | [Government Website](#) | County: Wake

Plan Goals:

- Ensure all citizens have access to trails and sidewalks.
- Improve the quality of future and existing pedestrian facilities.
- Eliminate pedestrian barriers and provide accessibility accommodations at all intersections.
- Assure that stakeholders assume pedestrian consideration when planning for transportation and land use options for Wendell.

Existing Conditions:

- Wendell Boulevard is the most traveled road in Wendell with upwards to 16,000 vehicles day. The lack of adequate crossings and accessibility ramps along the corridor create serious safety hazards for pedestrians along the busy corridor.
- The Town has 26 miles of existing sidewalks. Many intersections have lack of adequate crossing facilities and there is a widespread issue of accessibility issues at crossings and sidewalks.
- The sidewalk inventory indicated that nearly 30% of the Town's sidewalks were in fair to poor condition (C or D rating). A majority of the poorer rated sidewalks were located along Wendell Boulevard from Wendell Elementary to Selma Road. This corridor is a main arterial for cars and pedestrians as it serves students to the school and to the downtown area.
- Currently there are no high visibility crosswalks or pedestrian signals in Town.
- Several ramp concern locations



BikeWalk NC



Wendell Comprehensive Pedestrian Plan (2017)

Community Feedback: (132 total responses)

- The majority of survey participants indicated that they currently walk for recreation (72%) or other reasons (47%), compared to just 10% for transportation purposes
- However, survey responses strongly indicate that a lack of sidewalks in Wendell contributes to the decision not to walk more, in addition to fear of traffic and concerns over distance or time.
- Based on survey responses, many Wendell residents are currently walking to visit family and friends living nearby (30% of survey respondents), with walking trips to local parks and recreation centers ranking second in favorite pedestrian destinations.
- When asked about the level of comfort or security residents feel about walking in Wendell, most indicated that they felt most comfortable in their own neighborhoods (52%). Forty-eight percent (48%) of respondents feel comfortable walking downtown and 32% feel comfortable walking in the areas around their workplace, while local intersections were rated as the least comfortable pedestrian environment.
- Forty-four percent (44%) of respondents had the desire for funds to be directed toward sidewalk projects along existing roads rather than toward greenways along natural areas (18%). This response indicates the perceived public need and desire for more sidewalk connectivity throughout the Town.



Wendell Comprehensive Pedestrian Plan (2017)

Recommendations:

- Project priority [table](#): Project recommendations for the Pedestrian Plan are broken out into three distinct categories: Sidewalks, Unimproved Trail and Crossing Improvements
- Pedestrian enhancement areas, linked [here](#)
- Signs and Markings along pedestrian routes
- Programs: “Pedestrian facilities alone do not make a town pedestrian-friendly. A variety of programs should also be implemented to create and support a pedestrian-friendly culture.”
 - Safe Routes to School, Let’s Go NC, Eat Smart Move More NC, etc.



West Jefferson Pedestrian Plan (2010)

The vision of the West Jefferson Comprehensive Pedestrian Plan is “to promote a high quality of life through a safe, aesthetic, equitable, and well-connected pedestrian system for all the residents and visitors of the Town of West Jefferson”.

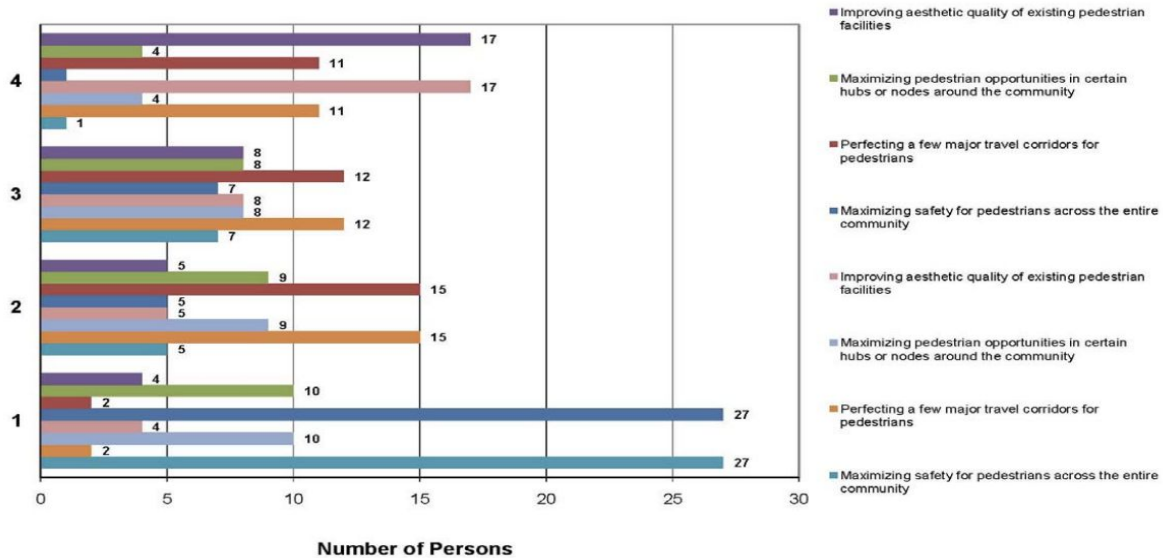


West Jefferson Pedestrian Plan

[West Jefferson Pedestrian Master Plan \(2010\)](#) | House Districts: [93](#) and Senate Districts: [47](#)

Project consultant: [McGill](#) | RPO: [High Country RPO](#)

Please order the list according to the importance you place on each item with 1 being your highest priority. Please consider members of your household as well.





West Jefferson Pedestrian Plan

Funding Sources:

North Carolina Department of Transportation Grants

Bicycle and Pedestrian Independent Projects Funded Through the Transportation Improvement Program (TIP)

NCDOT has established priorities that are addressed in the 2006-2015 Traffic Improvements Program (TIP). The projects are identified within the “Region D” thoroughfare plan, which includes Ashe County (as published in September, 1993). The program identifies long-range projects of varied scopes, small to multi-million dollar facility improvements. The projects identify location, phase, and schedule.

Pedestrian facility projects are divided into two (2) categories within the TIP - *independent* projects and *incidental* projects. Independent projects are those which are not related to a ‘scheduled’ highway project. Incidental projects are those related to a ‘scheduled’ highway project.



Western Piedmont Bicycle Plan (2015)

Our region values bicycle use for its health and recreational benefits. Bicycles represent an alternative transportation option for our community's residents and visitors as an accessible, safe, healthy and scenic way to reach places people want to go.



Western Piedmont Bicycle Plan (2015)

[Western Piedmont Bicycle Plan \(2015\)](#) |

Plan Goals

- Goal 1: Safety and Engineering - Design our region's communities as places where bicycle use is valued as a significant transportation mode.
- Goal 2: Transportation - Connect key bike routes to individual communities across the region
- Goal 3: Recreation - Encouraging bicycle use for different purposes, ages, and skill levels.
- Goal 4: Health and Education - Bicycling provides and improves the community's physical and mental health.
- Goal 5: Economic Vitality - Strengthen the economic impact of bicycling.



Western Piedmont Bicycle Plan (2015)

[Western Piedmont Bicycle Plan \(2015\)](#) |

Funding Reference: State Transportation Improvement Program NCDOT's State Transportation Improvement Program (STIP) is based on the 2013 Strategic Transportation Investments (STI) bill which contains the new Strategic Mobility Formula assigning all modal projects into one of three separate categories: Statewide Mobility, Regional Impact, and Division Needs. All bicycle projects are placed into the Division Needs category and are ranked on several criteria by both the Greater Hickory MPO and the NCDOT division. The highest ranked projects are likely to be included in the STIP for eventual funding. The STIP is a federally mandated transportation planning document that details transportation improvement prioritized by stakeholders. Projects are scheduled over the coming ten years and the STIP is updated every two years.



White Lake Pedestrian Transportation Plan (2010)

“The Town of White Lake will be a pedestrian-friendly community, where accessibility, connectivity, and safety is improved around the Lake via a network of sidewalks and multi-use trails.”



White Lake Pedestrian Transportation Plan (2010)

[White Lake Pedestrian Transportation Plan \(2010\)](#) | House Districts: [22](#) and Senate Districts: [9](#)

Project consultant: [Greenways Inc.](#) | RPO: [Mid Carolina RPO](#) | [Government Website](#)

Plan goals:

- Develop a long-range plan for the location, implementation, and costs associated with making improvements to pedestrian facilities
- Create a pedestrian-friendly community where related activities are encouraged and promoted
- Expand the existing pedestrian network, including sidewalks, multi-use trails, and greenways
- Improve pedestrian access and safety
- Improve connectivity to residential, businesses, and tourist areas, while improving public access to White Lake

Educational Programs:

Public Education

Educational materials can focus on safe behaviors, rules, and responsibilities. Information may include important pedestrian laws, bulleted keys for safe pedestrian travel, safe motor vehicle operation around pedestrians, and general facility rules and regulations. This safety information is often available for download from national pedestrian advocacy organizations, such as the Pedestrian and Bicycle Information Center website, www.walkinginfo.org.

Internal Education

‘Internal’ education refers to the training of all people who are involved in the actual implementation of the Pedestrian Transportation Plan. Internal training will be essential to institutionalizing pedestrian issues into the everyday operations of engineering, planning, and parks and recreation departments. Key Town staff, members of the local planning board, RPO, NCDOT Division 6 staff, and Bladen County staff should all be included in training sessions whenever possible.



White Lake Pedestrian Transportation Plan (2010)

POLICY RECOMMENDATIONS

Recommended policy statements are provided below for consideration. Policy statements that require pedestrian facilities with development must be somewhat flexible and practical within regulations for physical restrictions. All decisions need to be environmentally sensitive. Sidewalk locations and widths may need to be modified on a case-by-case basis. There must be a proven environmental constraint for pedestrian modifications.

- Require all development within the Town limits to provide adequate sidewalks, crosswalks, and pedestrian facilities.
- Encourage access management of driveways and parking lots that reduces conflict points for pedestrians and bicyclists. Prohibit new businesses from building parking lots that blend into the edge of pavement with no pedestrian accommodations; for existing circumstances, consider delineating pedestrian space with painted concrete, stamped asphalt, or a similar surface treatment that allows for automobile access while identifying the pedestrian right-of-way.
- Maximize the buffer space between the sidewalk and the curb and gutter within the available right-of-way. Four feet is suggested as a minimum on major thoroughfares, but could be decreased in areas with slower and lower volume automobile traffic. Larger buffers are preferred for street tree health and pedestrian comfort. Suggested width is flexible related to environmental constraint, especially in areas where a striped shoulder for bicycling is preferable to extra buffer width.

- Encourage and/or require private residences and business owners to keep their area in and around the sidewalk free of debris, litter, garbage cans, and parked vehicles.
- Accommodate pedestrians and bicyclists on any future roadway interchanges and on roadways that are impacted by future interchanges (except where they are prohibited by law).
- Require safe crosswalks and sidewalks on both sides of roads surrounding schools—if and when schools are located in the Town of White Lake.
- Define 'greenways' as part of the Town of White Lake's public infrastructure. Greenways are public infrastructure that provides important functions to not only offer transportation alternatives, but to protect public health safety and welfare. Within flood prone landscapes, greenways offer the highest and best use of floodplain land, mitigate the impacts from frequent flooding and offer public utility agencies access to floodplains for inspection, monitoring and management. Greenways filter pollutants from stormwater and provide an essential habitat for native vegetation that serves to cleanse water of sediment. Greenway trails provide viable routes of travel for cyclists and pedestrians and serve as alternative transportation corridors for urban and suburban commuters. Greenways serve the health and wellness needs of our community, providing close-to-home access to quality outdoor environments where residents can participate in doctor prescribed or self-initiated health and wellness programs. All of these functions make greenways a vital part of community infrastructure.



Whiteville Pedestrian Master Plan (2014)

“The City of Whiteville will be a vibrant, connected community where walking is safe and convenient, with a network of sidewalks and trails that provide opportunities for physical activity and a healthy lifestyle, community interaction, and access to local businesses, services and schools.”



Whiteville Pedestrian Master Plan (2014)

[Whiteville Pedestrian Master Plan \(2014\)](#) | House Districts: [46](#) and Senate Districts: [8](#)
Project consultant: [Alta Planning + Design](#) | RPO: [Cape Fear RPO](#)

Measurable action items / plan goals:

1. Create recurring annual community events that use city sidewalks and trails to promote walking, such as a walk/run event, a community fun day at a local park, or an “Open Streets” festival
2. Start a pedestrian safety education program in all elementary and middle schools for children in grades K-8
3. Fill in gaps in the sidewalk network to better connect neighborhoods to the downtown, public spaces, and other important destinations
4. Increase pedestrian safety by reducing the number of pedestrian-related accidents each year
5. Reduce existing foot trails/dirt paths in the pedestrian network by providing new sidewalks and greenway trails
6. Raise awareness and educate decision-makers, stakeholders, interest groups, and the public on the benefits of sidewalks, greenway trails, and active lifestyles
7. Complete top priority pedestrian projects by 2024 (10-year program)





Whiteville Pedestrian Master Plan (2014)

Existing conditions:

- **Existing conditions (network) map ([Map 2.1](#))**
- “The City of Whiteville currently features **more than 17 miles of sidewalk** along its roads, including numerous new segments of sidewalk. Madison Street, 701 Bypass, Calhoun Street, Lewis Street, Main Street, and Lee Street have sidewalks along portions of the roadways that provide comfortable pedestrian access to important destinations.” (p.[2-18](#))
- “**Several parks are within the one-mile walking distance of downtown, however** many areas lack crossing treatments at intersections, and **gaps in the sidewalk network limit pedestrian travel** between the residential neighborhoods and the parks.” (p.[2-18](#))
- “The **downtown commercial center provides well-lit, well-maintained sidewalks, and pedestrian crossing treatments at many intersections.** Main Street, Lee Street, South Madison Street, and Franklin Street all feature sidewalks leading to the downtown core. The downtown core **also features pedestrian amenities** such as signage, waste receptacles, benches, as well as American flags that are posted during special events.” (p.[2-18](#))
- “**One of the key challenges** to pedestrian travel in Whiteville is the presence of two major roadways through the City... The volumes of **automobile traffic and the speed of traffic** along some segments of the roadways **create uncomfortable routes for pedestrians to safely navigate.**” (p.[2-20](#))
- “**Safe connections** between the downtown core and neighborhood areas located adjacent to the downtown **do not exist.**” (p.[2-20](#))
- “Currently, **only 1.5 miles of multi-use trails exist** in Whiteville.” (p.[2-20](#))
- “While many intersections within Town are signalized, **the majority of signalized intersections lack crossing treatments** such as pedestrian countdown signals, pedestrian refuge medians, or high-visibility crosswalks.” (p.[2-20](#))



Whiteville Pedestrian Master Plan (2014)

Recommendations:

- Network recommendations - [Map 3.1](#)

TABLE 3.1: PEDESTRIAN NETWORK SUMMARY TABLE

PEDESTRIAN NETWORK	LENGTH (MILES)
Existing Sidewalk Mileage	17.4
Existing Multi-Use Trail Mileage	1.5
Proposed Sidewalk Mileage	27.5
Proposed Multi-Use Trail Mileage	18.6
# of Intersection Improvement Recommendations	25

- “Performing **spot improvements to fill gap areas and extend the existing network into neighborhood areas** will have a significant impact on the pedestrian environment and improve the overall accessibility of the existing sidewalk network.” (p.[3-6](#))

- “**Whiteville should work closely with Columbus County and NCDOT to develop multi-use trails** that connect to neighborhoods, commercial areas, downtown, and other key destinations. **Potential multi-use trail opportunities exist in Whiteville**, including the proposed Waccamaw Cyprus Trail located along the inactive rail line, and in other undevelopable areas near the Soules Swap or along roadways where the existing right-of-way widths allow.” (p.[3-20](#))
- “Families and novice bicyclists are most comfortable on off-road facilities. Therefore, **a comprehensive network of multi-use trails** that includes greenway trails and side paths is an integral part of the overall pedestrian facility network, and its development **should be a priority of the City of Whiteville.**”
 - Multi-use trail [Map 3.12](#)

List of potential funding sources in [Chapter 6](#)

Related plans:

- [Cape Fear Regional Bicycle Plan \(2017\)](#)



Wilkesboro Pedestrian Plan (2007)



Wilkesboro Pedestrian Plan (2007)

[Wilkesboro Pedestrian Plan \(2023\)](#) | **House Districts:** [94](#) and **Senate Districts:** [36](#)

Project consultant: [McGill Associates](#) | **RPO:** [High Country RPO](#) | [Government website](#) | **County:** Wilkes

The goals of the Wilkesboro Comprehensive Pedestrian Plan are to:

- Enhance the pedestrian environment and increase opportunities to choose walking as a safe mode of transportation;
- Improve the health of citizens in the Town of Wilkesboro;
- Develop standards that enhance livability, economic opportunity, safety, and quality of life; and
- Promote pedestrian activity as a viable alternative to automobile use.

Inventory and Assessment of Existing Facilities:

The Town of Wilkesboro is committed to improving the opportunities for pedestrian transportation. The current pedestrian system in Wilkesboro consists primarily of sidewalks many of which were built in the downtown area prior to World War II. The Town of Wilkesboro Steering Committee and McGill Associates underwent a process of creating a pedestrian facility inventory.



Wilkesboro Pedestrian Plan (2007)

Program Recommendations:

- Safety Education Programs
- Encouragement and Promotion
- Enforcement Programs
- Promote pedestrian activity as a viable alternative to automobile use.

Action Steps:

1. Consider Town bond referendum for monies allocated towards pedestrian walkways.
2. Expand local capital improvements program for yearly appropriation for greenway and sidewalk development.
3. Set aside money for construction and maintenance of pedestrian facilities in the annual operating budget.
4. Pursue and request roads within Town be added to NCDOT's TIP program for sidewalk and greenway development/improvement.
5. Apply for monies from North Carolina Safe Routes to School Program to make infrastructure improvements within 2 miles of schools.
6. Pursue Community Development Block Grants (CDBG) that provide money for capital improvements (including sidewalks and greenways) in low-income neighborhoods.
7. Apply for PARTF Grants for trail projects related to parks.
8. Seek other sources of Town funding for pedestrian improvements that may include local assessment districts, developer exactions, local bonds, and code enforcement.
9. Pursue funding from other sources listed in this section.



Wilkesboro Pedestrian Plan (2007)

Funding References:

- Traffic Improvements Program (TIP) NCDOT has established priorities, which are addressed in the 2006-2012 Traffic Improvements Program (TIP). The projects are identified within the “Region D” thoroughfare plan, which includes Wilkes County (as published in September, 1993). The program identifies long-range projects of varied scopes - small to multi-million dollar facility improvements. The projects identify location, phase, and schedule. Pedestrian facility projects are divided into two categories within the TIP – independent projects and incidental projects. Independent projects are those which are not related to a “scheduled” highway project. Incidental projects are those related to a “scheduled” highway project.



Williamston Pedestrian Plan (2012)

“Williamston’s vision is to develop a pedestrian-friendly environment throughout Town that provides more walking opportunities to promote healthy lifestyles.”



Williamston Pedestrian Plan (2012)

[Williamston Pedestrian Plan \(2012\)](#) | **House Districts:** [23](#) and **Senate Districts:** [2](#)

Project consultant: [Rivers and Associates](#) | **RPO:** [Upper Coastal Plain RPO](#) | [Government website](#) | **County:** Martin

OVERALL GOALS FOR WILLIAMSTON:

GOAL: EDUCATION & AWARENESS To educate the community on the wide-range of benefits of a pedestrian-friendly community, as well as to increase bicyclists', pedestrians', and motorists' awareness of traffic laws and safety measures.

GOAL: CONNECTIVITY To develop a continuous sidewalk / trail network that will provide residents and visitors with convenient and pleasant access to popular destinations and points of interest.

GOAL: PEDESTRIAN-FRIENDLY POLICIES To pursue pedestrian-friendly policies and maintenance procedures to continuously improve walking in Williamston.

GOAL: ENCOURAGE OPPORTUNITIES To encourage and seek opportunities throughout the community to develop and improve pedestrian facilities.

Recommended Programs for Williamston include:

- Spot Improvement Program
- Infrastructure Maintenance Program
- Education Programs
- Safe Routes to School Program
- Enforcement Programs
- Encouragement Programs



Williamston Pedestrian Plan (2012)

The Steering Committee members' identified the following concerns, needs, and opportunities/priorities:

- Inadequate pedestrian crossings
- No sidewalks along most major arterials
- Incomplete sidewalk segments / Poor connectivity throughout community
- Non-pedestrian friendly streetscape
- Uneven sidewalk surfaces
- Improve enforcement of rules and regulations
- Improve education about walkable communities and benefits of walking to all persons (parents, students, developers, etc.)
- Improve Town Ordinances to require more sidewalks and land for multi-use trails
- Improve partnerships with neighboring private and public agencies
- Use existing easements for multi-use trails






Goals for Future System:

- Provide more walking opportunities to promote healthy lifestyles
- Provide safer walking environments
- Build a sense of community
- Improve connectivity and accessibility to allow for viable alternative transportation options
- Improve accessibility and safety for children, elderly, and the handicapped







Williamston Pedestrian Plan (2012)

11. What best describes the sidewalks in your neighborhood? (Check one)

	Response Percent	Response Count
Sidewalks on both sides of all streets 	6.5%	4
Sidewalks on both sides of some streets 	9.7%	6
Sidewalks on one side of all streets	0.0%	0
Sidewalks on one side of some streets 	8.1%	5
Sidewalks exist, but are inconsistent 	6.5%	4
No sidewalks 	69.4%	43
answered question		62
skipped question		9

12. How would you describe the condition of sidewalks in your neighborhood? (Check one)

	Response Percent	Response Count
Excellent - sidewalks are easy to walk on, no obstructions	0.0%	0
Good - most sidewalks are easy to walk on, few obstructions 	6.6%	4
Fair - some sidewalks in good condition, others need work 	21.3%	13
Poor - cracked, broken, uneven, many obstructions, gaps 	6.6%	4
No sidewalks 	65.6%	40
answered question		61
skipped question		10



Williamston Pedestrian Plan (2012)

14. What would be most likely to make you walk more in your neighborhood? (Check all that apply)

	Response Percent	Response Count
Cleaner street	7.4%	4
Better/more sidewalks	44.4%	24
Better/more lights	38.9%	21
Reduced vehicle speeds	24.1%	13
More street trees	1.9%	1
Better connection between developments	3.7%	2
More parks and trails	22.2%	12
Better/more crosswalks	13.0%	7
Better police enforcement	20.4%	11
More pedestrian amenities (benches, etc.)	31.5%	17
Other (please specify)	13.0%	7
	answered question	54
	skipped question	17

20. Should Williamston adopt guidelines, standards, or regulations to ensure proper development / growth focused on pedestrian needs?

	Response Percent	Response Count
Yes	85.1%	40
No	14.9%	7
	answered question	47
	skipped question	24



Wilmington Pedestrian Plan (2023)

“Walk Wilmington is an update to the City's 2009 pedestrian plan. The updated plan will build on the successes of the previous plan and continue to guide the City's prioritization of safe, healthy, and equitable pedestrian infrastructure projects, policies, and programs.”



Wilmington Pedestrian Plan

[Wilmington Pedestrian Plan \(2023\)](#) | House Districts: [18](#) and Senate Districts: [7](#)

Project consultant: Alta Planning + Design | RPO: [Cape Fear RPO](#) | [Government website](#) | County: New Hanover

Plan Goals and Objectives (pg.5):

- Increase Safety
- Promote Equity
- Enhance Connectivity, Mobility, and Accessibility
- Enhance Health
- Improve Livability and Protect the Environment
- Create a Positive Economic Impact

Related Plans:

Walk Wilmington: A Comprehensive Pedestrian Plan (2009)

Wilmington-New Hanover County Comprehensive Greenway Plan (2013)

Comprehensive Transportation Plan (2016)*

Cape Fear Change in Motion (2020)*

Existing Conditions:

- “Wilmington has successfully expanded and connected its sidewalks in areas like downtown and the university campus. However, many roadway corridors throughout the city still have sidewalk gaps and inadequate crossings.” (pg. 11)
- “Voters approved a 2014 Transportation Bond, which funded trails, sidewalks, streetscapes, bike lanes, and crosswalks in high-priority locations.” (pg. 12)
- “According to 2019 ACS data, nearly 3% (2.98%) of households in Wilmington walked to work.” (pg. 14)
- “Be A Looker” to encourage drivers to watch for pedestrians and bicyclists and to share the road” (pg. 15)



Wilmington Pedestrian Plan

Community Feedback:

- “In general, vehicle speeds are an issue around town. People tend to accelerate quickly after stops/through intersections.” (pg. 16)
- “ADA improvements needed.” (pg. 16)
- “General need for clear signage, wayfinding that will increase safe driving behavior.” (pg. 17)
- “Almost no safe way for pedestrians to cross from one side of College Rd to the other except for one crossing by the university.” (pg. 21)
- “The sidewalk/bike path ends without a way to access the beach. Cutting through the shopping center is dangerous with many moving cars/lots and difficult visuals.” (pg. 21)

Recommendations:

- ***“The future Downtown Trail, which includes the Wilmington Rail Trail, will be a key pedestrian feature in this area, providing a connection from the residential areas it runs through to the downtown area where people work, shop, go to school, and recreate” (pg. 57)***



Wilson Bike Plan (2008)

“The Wilson Bicycle Plan is the first Comprehensive Bicycle Plan of its kind for the City of Wilson. Funded in part by a grant from the North Carolina Department of Transportation Bicycle and Pedestrian Transportation Division, the main purpose of the Plan is to improve the bicycle-friendliness of the City through a set of projects, programs, and policies.”



Wilson Bike Plan (2008)

[City of Wilson Comprehensive Bicycle Plan](#) / **Planning consultant:** VHB / House Districts: [24](#) and Senate Districts: [4](#) / **MPO:** Upper Coastal Plain Council of Governments and the Louis Berger Group, Inc. **County:** Wilson / [Government Website](#)

Plan Goals and Objectives (pg. 11):

- “Create kidfriendly, family-friendly and people friendly attractive places to ride”
- “Use the Bicycle Plan as a way to promote environmental awareness and increase the use of alternative forms of transportation, such as bicycling.”
- “Publicly reinforce bicycling as an accepted, legal form of transportation by providing safe facilities, especially to “necessity” destinations such as the grocery store, places of work, or shopping centers.”
- “Develop educational programs that will teach safe bicycling skills for cyclists, safe driving skills for motorists who encounter cyclists, and promote mutual respect between cars and bikes”
- “Construct a variety of bicycle facilities and improve existing facilities for cyclists, especially beginning near schools to address safety issues for children.”
- “Provide bike-related facilities such as bike racks, signage and bike racks on buses throughout the City”
- “Improve connectivity for cycling to major destinations and neighborhoods.”

Recommendations:

- “The City should sign the identified routes with informative, yet stylish, wayfinding signage. Maps of the routes should be generated and distributed.” (pg. 73)
- “The route should also be expanded westward through construction of future greenways or an extended, interconnected road network...” (pg. 74)
- “Improvements are needed at the intersection of Peachtree Road and Ward Boulevard to make the road more suitable for a bicycle crossing.” (pg. 75)

Related Plans:

The City of Wilson 1999 Growth Plan
Capital Improvement Plan (2008-2012)
NC Transportation Improvement plan 2009-2015



Wilson Bike Plan (2008)

Community Feedback:

- “Although most respondents appeared to be recreational cyclists, approximately 15 percent of respondents reported that they ride their bicycle to work, and 15 percent of respondents ride their bicycles more than five times a week.” (pg. 6)
- “Almost 70 percent of respondents indicated that they would like the opportunity to ride a bicycle more often” (pg. 6)
- “...over 70 percent of respondents felt the City should build more bike lanes and over 65 percent felt the City should build more greenways. Roads that many respondents indicated needed bicycle improvements included: Airport Boulevard, Forest Hills Road, Goldsboro Street, Herring Avenue, Lake Wilson Road, London Church Road, Nash Street, Glendale Drive, and Tilghman Road.” (pg. 6)

Existing Conditions:

- “Generally, road patterns are well-connected in central Wilson and become less connected as one moves toward the edge of the City” (pg. 23)
- “There are currently no paved greenways in the City, although there is the potential that a network of greenways could be developed through existing utility and sewer easements, two of which have already been dedicated (but not constructed). “ pg. 27)
- “The Wilson bus system is not currently equipped with bike racks, but as of August 2008, the City has received a grant to purchase one double capacity bike rack for each bus and plans to install the “bike-on-bus” racks in the near future. “ (pg. 29)



Wilson Pedestrian Plan (2020)

“Wilson aims to offer a convenient, attractive, and accessible walking network to all residents and visitors.”



Wilson Pedestrian Plan (2020)

[City of Wilson Pedestrian Plan \(2020\)](#) / **Planning consultant:** VHB / House Districts: [24](#) and Senate Districts: [4](#) / **MPO:** Upper-Coastal Plain
County: Wilson / [Government Website](#)

Plan Goals:

1. Connectivity
 - a. Between neighborhoods: percent of major roadways with sidewalks and crosswalks
 - b. Among greenways: Percent of homes within ½ miles of a greenway
 - c. Per policy updates: number of policy revisions adopted
2. Quality of Network
 - a. Direct access to destinations: Percent of sidewalks within ¼ mile of primary points of interest or service destinations (parks, schools, retail, community centers)
 - b. Safe and low-stress networks: Percent of low-stress networks connecting to neighborhoods or civic centers with high percent of youth (1 to 15 years old), seniors (65 years or older), people with disabilities, affordable housing, or zero vehicle ownership
 - c. Attractive streetscape: Percent of major residential and commercial corridors with street trees or landscape features
3. Effectiveness
 - a. Crash Risk Reduction Benefit: Percent of priority network along high crash-risk corridors
 - b. Cost effectiveness: Probable cost per project
 - c. Health impact: Relative percent of network within areas at high risk for chronic disease
 - d. Transit access: Percent of bus routes within ¼ mile of sidewalks
 - e. Education Programs: Number of people estimated to encounter education messaging or marketing materials.



Wilson Pedestrian Plan (2020)

Existing Conditions:

- Wilson's existing sidewalk network includes the majority of downtown as well as major roadways leading into downtown, including Tarboro Street, Nash Street, and Herring Avenue.
- The urban form of downtown Wilson is ideal for creating efficient connections between origins and destinations. The direct, dense grid pattern of streets is more conducive to pedestrian travel than a more curvilinear street network and block design
- Some of the challenges to improving the pedestrian network in Wilson include:
 - Automobile-oriented development along Raleigh Road Parkway, Tarboro Street, and Forest Hills Road
 - A sporadic sidewalk system
 - Major roadways acting as barriers between destinations (e.g. Ward Blvd, Tarboro Street)
 - Pedestrian crash history
 - Wide Right-of-Way resulting in excess vehicle capacity

The crash data analysis resulted in the following: • The majority of roadway crashes occur outside of intersections. Corridors with significant pedestrian crash history include: Raleigh Road Parkway, Tarboro Street, Hines Street, and Ward Blvd. • All pedestrian fatalities occurred in residential areas



Wilson Pedestrian Plan (2020)

Existing Conditions:

- Wilson's existing sidewalk network includes the majority of downtown as well as major roadways leading into downtown, including Tarboro Street, Nash Street, and Herring Avenue.
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Wilson Pedestrian Plan (2020) [Priority Projects](#)

Recommends Education, Encouragement, and Enforcement Programs
 Wayfinding Signs
 Biking and walking maps
 Policy Standards: sidewalk installation, crosswalk/pedestrian traffic controls, street connectivity, curb ramps, and accessibility

“Recommendation: The City of Wilson should adopt a local Complete Streets Policy that summarizes principles and goals, references design best practices, identifies responsible parties and activities for implementation, and defines exceptions to application of the policy.”

Facilities: priority projects

Barriers to Walking

Lack of connected sidewalks	28%	Infrastructure
Unsafe vehicular traffic/speed	14%	Safety
Concern for personal safety/security	13%	Safety
Lack of crosswalks	10%	Safety
Poor maintenance of sidewalks (cracked, separated, or overgrown)	7%	Maintenance
Live too far from my favorite destinations	6%	Accessibility
Lack of pedestrian signals at roadway crossings	6%	Safety

Barriers to Biking

Lack of bicycle lanes or shared lane markings	25%	Infrastructure
Lack of multi-use paths/trails	23%	Infrastructure
Unsafe vehicular traffic/speed	16%	Safety
I do not own a bicycle	14%	Mobility
Unsafe conditions for bicyclists at intersections	7%	Safety
Live too far from my favorite destinations	5%	Accessibility
Poor lighting along roadways	3%	Infrastructure

Related Plans:

- Wilson - Growing Together - The 2030 Comprehensive Plan (2010)
- Wilson County Comprehensive Transportation Plan (2013)
- Hominy Creek Greenway Master Plan (2016)
- Safe-Routes-to-School Action Plan (Feb 2012)
- Center City—Choice Neighborhood Transformation Plan (2014)



Windsor Bike and Ped Plan (2018)

“Windsor’s vision is to develop a comprehensive and connected bicycle and pedestrian network that provides safe access to homes, schools, workplaces, park and recreational facilities, and other important destinations as part of an active community. We envision children biking or walking safely to school, seniors walking to nearby destinations, citizens moving safely in high traffic areas, and tourists moving about community and downtown areas easily on bike or foot.”



Windsor Bike and Ped Plan (2018)

[Windsor Bike and Ped Plan \(2018\)](#) | House Districts: [23](#) Senate Districts: [3](#) | Project consultants: Holland Consulting Planners, Inc | RPO: Peanut Belt | [Government Website](#) | County: Bertie

Plan Goals:

- Improve bicycle and pedestrian safety and awareness throughout the Town.
- Increase the utilization of bicycle and pedestrian facilities as an alternative to motorized transportation.
- Increase the number of bicycle and pedestrian facilities: sidewalks, trails, crosswalks, pedestrian safety improvements at intersections, and other related amenities in the Town of Windsor.
- Improve the overall quality of life and public health of Windsor citizens.

Existing Conditions:

- Past priorities for the inclusion of sidewalks as a standard component of roadways did not exist. As a result, many town streets and roads were constructed without pedestrian facilities. An example of this lack of facilities is South King Street. The north side of the street has no sidewalks east or west of the bridge crossing the Cashie River and on the southern side, the sidewalk ends just east of the Vidant Bertie Hospital.
- Development has occurred at the edges around Windsor mostly in two forms: shopping centers with multiple parcels, or single parcelization in a mostly linear strip pattern along roads leading out of town, with either short, dead-end streets or driveways accessing individual developed parcels, such as along Cooper Hill Road. These patterns are not conducive to active transportation, but they put tension between the conflicting priorities of parcel access and through-travel, and setting up multiple turning conflicts and potential for collisions due to stopping, turning, etc.



Windsor Bike and Ped Plan (2018)

Existing Conditions Continued:

- Windsor has slightly over seven (7) miles of sidewalks within the corporate limits (equivalent to 2% of roadways). The majority of those facilities are located within downtown and its immediate vicinity
- No pedestrian signals are made available to pedestrians and bicyclists in Windsor.
- At most intersections where sidewalks are available, curb ramps are present.
- Physical barriers to pedestrian travel include the presence of US Highway 13 and US Highway 17.

Community Input:

- More than 80% of respondents stated they would bike more often if more lanes, trails, and safe roadway crossings were provided.
- The majority of respondents were between the ages of 45 and 54 (43.75%).
- Over 90% of respondents stated Fitness or Recreation was one of the reasons they bike.
- “Personal Safety” was cited as the most significant hindrance to walking.
- “Lack of Bicycle Lanes” was cited as the most discouraging factor to biking.



Windsor Bike and Ped Plan (2018)

Recommends additional facilities to improve the bicycle and pedestrian network (e.g. bicycle lanes, shared lane markings, concrete sidewalk, curb & gutter)

Priority Project Listed [here](#) (examples pg. 40-70)

Policies and Programs:

- Motorist enforcement should be the top priority concerning bicycle and pedestrian safety
- Enforcing the speed limit on high volume roadways with pedestrian traffic. Example roads include King Street, US Highway 13, US Highway 17 and US Highway 17 Bypass, Grabtown Road, and Cooper Hill Road. Work with the school system to train crossing guards. This task may be accomplished through the NCDOT Crossing Guard Training Program. Enforce yielding to pedestrians in crosswalks.
- Introduce walking and biking encouragement programs such as Safe Routes to School
- Complete Streets Policy
- Signage and wayfinding projects

Funding: (pg. 80)

“However, based on current state legislation, NCDOT does not provide any state funds for independent bicycle and pedestrian projects. This fact means that the 20% match for federal funding must be provided by the local government seeking the project.”



Wingate Pedestrian Plan (2013)

The Town is very committed to becoming pedestrian-friendly. In fact, the town recently applied for, and was awarded a Clean Water Management Trust Fund grant to develop a Greenway Master Plan which will focus on the development of a multiuse trail along the Meadow Branch Stream in the Town. The Town recently approved the Wingate 2020 Comprehensive Master Plan, which envisions Wingate as a pedestrian friendly town that embraces the principles of Complete Streets. The Town is determined to improve walkability and connectivity of pedestrian facilities throughout the community.



Wingate Pedestrian Plan

[Wingate Comprehensive Pedestrian Plan](#) | House Districts: : [55](#) Senate Districts: [29](#) | Project consultants: Alta Planning + Design | MPO: CRTPO | [Government Website](#) | County: Union

Plan Goals and Objectives **(pg. 6):**

- Promote Walking
- Provide safe and attractive pedestrian connections
- Be a walkable and safe community
- Educate town residents on the benefits of being a walkable community
- Plan for future growth
- Create a gateway into the community

Existing Conditions:

- “Many of these neighborhoods lack sidewalks, and are cul-de-sac type developments disconnected from each other.” (pg. 14)
- “...although sidewalks exist in limited locations throughout the Town, there are sidewalk segments that have become overgrown with vegetation and are deteriorating, creating a disconnected and unsafe pedestrian network facilities.” (pg. 15)
- “Some sidewalks are blocked by other obstructions (such as utility poles), or are subject to limited sight distance issues.” (pg. 15)
- “...no sidewalks exist to accommodate pedestrians as they enter the campus, although pedestrian visitors and employees approaching from the south side of US Highway 74 must cross US Highway 74 to access the campus.” (pg. 15)
- “The area around Wingate Elementary School lacks adequate sidewalks, crosswalks, and traffic calming measures” (pg. 15)



Wingate Pedestrian Plan

Recommendations:

- “Recommended sidewalks on neighborhood streets... are recommended on at least one side of each street.” (pg. 42)
- “The majority of intersections that were evaluated are in need of new and/or retrofitted pedestrian crossing facilities , including new or enhanced pedestrian markings, signals, ADA ramps, and/ or improved sidewalks.” (pg. 42)
- “The Town should coordinate with NCDOT on all intersection improvements on State-owned roadways. NCDOT can make ADA-compliant curb ramp improvements at intersections as part of resurfacing projects, for example.” (pg. 43)
- “[Internal education] This training could cover aspects of the transportation and development process, including planning, design, development review, construction, and maintenance. This type of ‘inreach’ can be in the form of brown bag lunches and attendance at special sessions or conferences. Even simple meetings to go over the Pedestrian Plan and communicate its strategies and objectives” (pg. 54)
- “Seek Multiple Funding Sources and Facility Development Options” (pg. 68)

Related Plans:

Wingate 2020 Plan, Comprehensive Plan and Concept Plan (2010)

Wingate University Campus Master plan (2011)

Wingate Greenway System Plan (2012)

Wingate Comprehensive Park and Recreation Facilities Vision Plan (2012)



How important are the following types of pedestrian improvements for improving walking conditions in Wingate?

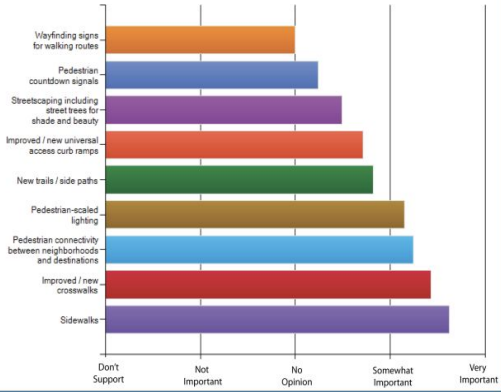
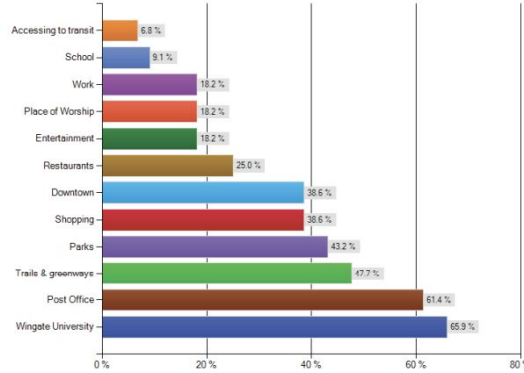
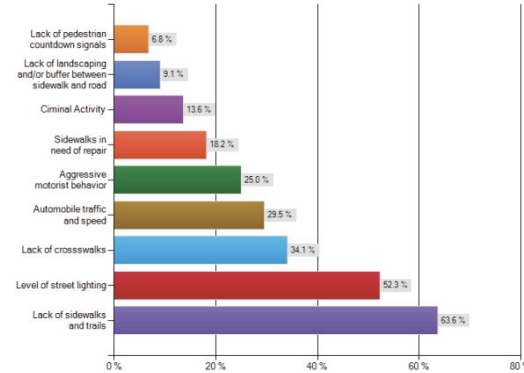


Image cred: pg. 124

What destinations would you most likely walk to?



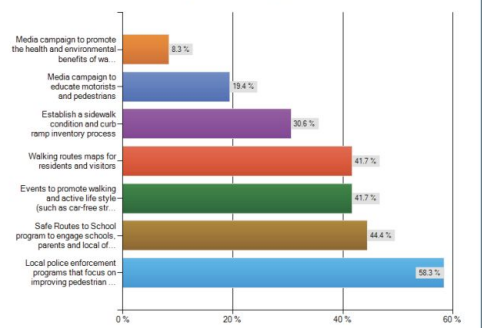
What factors discourage you from walking in Wingate?



APPENDIX C: PUBLIC INVOLVEMENT

Wingate Pedestrian Plan

Select up to three program concepts that you think would be most effective in promoting safer walking in the Town of Wingate



APPENDIX C: PUBLIC INVOLVEMENT

Image cred: pg. 124

Image cred: pg. 123



Winterville Comprehensive Pedestrian Plan (2009)

“Winterville is rapidly growing as a bedroom community to Greenville. Winterville is nestled just east of Highway 11, which serves as a major transportation corridor between the cities of Greenville and Kinston. Bisecting the community is the CSX railroad which is graced on each side by historic Railroad Street, Winterville’s “Main Street”. Winterville’s agrarian landscape is also very abundant. Swift and Fork Swamp Creeks envelop the community in pristine natural beauty. Resident demographics are diverse with the population consisting mostly of Caucasians and African Americans. Gender is evenly dispersed in proportion to the total population with the majority of residents below the age of 65. Poverty levels are relatively low with approximately ten percent (10%) of the population below the national poverty line.”



Winterville Comprehensive Pedestrian Plan

[Winterville Comprehensive Pedestrian Plan](#) | House Districts: [9](#) Senate Districts: [5](#) | Project consultants: [Holland](#)

[Consulting Planners, Inc](#) | MPO: Greenville Urban MPO | [Government Website](#) | County: Pitt

Program Goals and Objectives (pg.5):

- Provide more walking opportunities to promote healthy lifestyles
- Provide safer walking environments Build a sense of community
- Improve connectivity and accessibility to allow for viable alternative transportation options
- Improve accessibility and safety for children, elderly, and disabled

Related Plans:

Conceptual Sidewalk Improvement Plan (2005)
Greenville Urban Area Thoroughfare Plan (2005)
Pitt County Greenway Plan 2025 (2006)
Conceptual Downtown Railroad Street Landscape and Pedestrian Access Improvement plan (2008)

Existing Conditions:

- “...much of the Town remains without sidewalks as most of the residential areas were developed prior to this revision, and commercial developments are not required to install sidewalks at time of development.” (pg.5)
- “The Town had the foresight to locate Town Hall, Library, Post Office, Police/Fire/EMS Building, and the proposed Public Works Facility within the densely populated downtown area to provide convenient access; however, adequate pedestrian connectivity between these facilities does not exist” (pg. 5)
- “The residential neighborhoods surrounding downtown have none or sporadically placed sidewalk segments that are incomplete or need repairs, thus preventing pedestrian connectivity to neighborhood schools, parks, the downtown, and surrounding commercial establishments.” (pg. 9)
- “...next to older residential or commercial areas with little or no pedestrian facilities resulting in low pedestrian connectivity” (pg. 9)
- “The few streets (i.e., Main, Cooper, Mill, Boy, Ange, Jones, and Old Tar) that are not cul-de-sacs have little to no pedestrian facilities, even though the roadways are wide enough for such facilities.” (pg. 17)



Winterville Comprehensive Pedestrian Plan

Community Feedback:

- “Local citizens have expressed need for pedestrian activities through support of various plans.” (Appendix A, pg. 4)
- “General traffic laws and enforcement needs improvement.” (Appendix A, pg. 5)
- “Recreational opportunities such as multi-use trails should be increased.” (Appendix A, pg. 5)

Recommendations:

- “Parents and students could be educated about walking to school. The incorporation of the Walking School Bus and Safe Routes to School Programs could assist with this effort.” (Appendix A, pg. 5)
- “Neighborhoods adjacent to South Central High School and Creekside Elementary are unable to safely walk to school. Pedestrian improvements such as sidewalks and crosswalks will provide the opportunity for students to safely walk to school.” (Appendix A, pg. 7)
- “NC 903 could serve as an “east-west” connector between Downtown and future growth areas near Highway 11.” (Appendix A, pg. 7)
- “Mill Street is often busy and presents a hazard to pedestrians. Sidewalks and marked crosswalks along this corridor will provide safety for walkers.” (Appendix A, pg. 8)
- “[Briar Creek] A possible greenway segment could be developed along drainage lateral on the subdivision’s east side. This segment could connect with the proposed Pitt County Greenway.” (Appendix A, pg. 8)



Yadkinville Comprehensive Pedestrian Master Plan (2010)

“It is the Vision of Yadkinville to promote and create an attractive and comprehensive network of pedestrian facilities through improved on street and off-street pedestrian paths that are safe, accessible, equitable, and efficient. It is the continuing goal of the Town of Yadkinville to provide facilities that are not only affordable and maintainable, but also strive to actively benefit and enrich the quality of life of its residents.”



Yadkinville Comprehensive Pedestrian Master Plan (2010)

[Yadkinville Comprehensive Pedestrian Master Plan \(2010\)](#) | House Districts: [77](#) and Senate Districts: [36](#)

Project consultant: [Withers & Ravenel](#) | MPO:

Plan goal: “The goal of this Master Plan is to make the Town of Yadkinville a safer and more accessible pedestrian environment while also improving its aesthetic and historical characteristics and assets.”

Existing conditions:

- Existing conditions **sidewalk map [here](#)**
- “The current **downtown area is the most pedestrian friendly area** in all of Yadkinville due to the original grid layout of the Town’s streets... **Sidewalks are present throughout this section of Yadkinville, however, many are in disrepair or lack adequate width to meet today’s ADA standards.**”
- “**Very few newer subdivisions contain sidewalks or other pedestrian facilities.** Links between these neighborhoods are mostly in the form of roadways with narrow shoulders and no sidewalks. As a result, **these neighborhoods are isolated from one another and there is no safe alternative to vehicular travel.**”
- “Some of the residential areas in Yadkinville are within walking distance of commercial areas, but **the lack of sidewalks, crosswalks, and other safety measures impede and discourage pedestrian travel. The absence of a greenway connection to public facilities is also evident.**”
- “**Fortunately, the Town and citizens of Yadkinville support the move towards a more pedestrian friendly community. This is apparent in the 2025 Yadkinville Land Development Plan where the desire for pedestrian friendly commercial areas, pedestrian scale buildings, and new sidewalks were noted.**”



Yadkinville Comprehensive Pedestrian Master Plan (2010)

Community feedback:

- “The survey results indicate that **87% of respondents felt the need for improved pedestrian facilities**. They emphasize the condition of existing pedestrian facilities such as uneven pavement and sidewalks being used for parking and storing items such as garbage cans as being deterrents.” (p.13)
- “Respondents indicated they **would walk more if there were pedestrian facilities**, specifically if sidewalks and bridges were safer for pedestrians and if there were better lighting for safety reasons.” (p.13)

Recommendations:

Short term projects

- [Sidewalk Construction / Improvement Projects](#)
- [Intersection Improvement Projects](#)

Long term projects

- [Sidewalk Construction / Improvement Projects](#)
- [Multi Use Trail Construction Projects](#)

*Potential funding sources listed in [Section 7.3](#)

Related plans

- [Yadkinville Transportation Plan \(2011\)](#)
- Additional Yadkinville [plans](#)





Yanceyville Pedestrian Plan (2011)

“In 2010, the Town of Yanceyville applied for and was awarded a grant from the North Carolina Department of Transportation (NCDOT) to develop this Pedestrian Transportation Plan. This Plan combines past planning efforts with new research and analysis, and includes public input. The result is a complete, up to-date framework for moving forward with tangible pedestrian improvements.”



Yanceyville Pedestrian Plan

[Yanceyville Comprehensive Pedestrian Plan](#) | House Districts: : [50](#) Senate Districts: [23](#) | Project consultants: Alta Planning + Design and Greenways Inc. | RPO: Piedmont Triad | County: Caswell

Plan Goals and Objectives (pg.1):

- Provide a safe and accessible walking environment available to all people
- Connect residents to existing and future destinations, making it possible for residents to walk to key town locations
- Develop a comprehensive pedestrian network of on- and off-street sidewalks, pathways and trails
- Foster a healthier, more active lifestyle in Yanceyville
- Encourage coordination between town, county, and regional entities to increase utilization and availability of pedestrian facilities

Existing Conditions:

- “According to a study by the Piedmont Triad Rural Planning Organization, Environmental Justice: A Data Scan, Caswell County has a higher percentage of people living in poverty and without access to a vehicle than many of its neighboring counties.” (pg. 8)
- “Yanceyville is a moderately walkable town and received an average rating of 3.3 out of five total points.” (pg. 12)
- “Parkway Drive (intersection and traffic issues)” (pg. 12)
- “Firetower Road (intersection issues and lack of sidewalk)” (pg. 12)
- “Main Street from about 200 ft east of the Courthouse Square” (pg. 12)
- “Areas of School Drive, Piedmont Drive, and Dillard (lack of lights and sidewalks, traffic issues)” (pg. 12)



Yanceyville Pedestrian Plan

Recommendations:

- “Busy intersections could have a variety of improvements, such as pedestrian-activated crossing and countdown signals, medians, and pedestrian refuge islands” (pg. 18)
- “Local advocacy groups are beneficial resources for promoting safety, providing feedback on opportunities and obstacles within the bicycle and pedestrian system, and coordinating events and outreach campaigns (such as the programs outlined throughout this section).” (pg. 31)
- “Educational materials can focus on safe behaviors, rules, and responsibilities. Information may include important pedestrian laws, bulleted keys for safe pedestrian travel, safe motor vehicle operation around pedestrians, and general facility rules and regulations” (pg. 32)

Related Plans:

Senior Center Trail Plan (2008)



Youngsville Bike and Ped Plan (2015)

“The Town of Youngsville is a family friendly community rich in history and full of promise. In an effort to maintain its rural charm, the town aims to revitalize its Downtown and promote it as the cultural and retail center of the town. In order to do this, efforts to attract business and make Downtown more enjoyable and safe for pedestrians and bicyclists have become a top priority.”



Youngsville Bike and Ped Plan (2015)

[Youngsville Bicycle and Pedestrian Plan \(2015\)](#) | House Districts: [7](#) | Senate Districts: [11](#) | Project consultants: ALTA Planning + Design | RPO: Kerr-Tar | [Government Website](#) | County: Franklin

Plan Goals:

- Improve pedestrian and bicyclist safety
- Foster better access to community destinations
- Stimulate economic development in the downtown
- Create opportunities for active and healthy lifestyles
- Enhance overall quality of life.

Existing Conditions:

- Challenges: Limited bicycle and pedestrian infrastructure
- High building vacancy rate on Main Street
- Heavy truck traffic on Main Street (US 96)
- High volume, high speed roadways (Examples include Holden Road Tarboro Road, Youngsville Boulevard, and NC 96.)
- Railroad crossings
- Lack of signage
- Lack of programs
- Opportunities: a revitalization plan in place for downtown Youngsville
- NC State Bike Route 2 and connectivity to Wake Forest trails
- Quiet neighborhood streets
- Sewer line easements
- Residential development



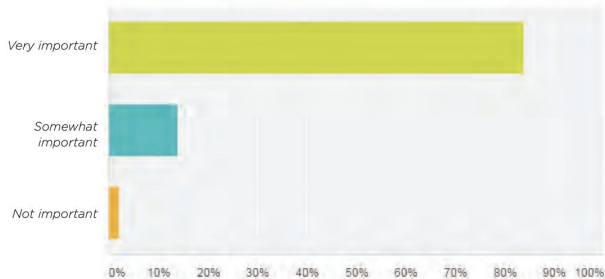
Youngsville Bike and Ped Plan (2015)

Community Feedback:

- Generally, the feedback from residents, visitors, and property owners is that they feel the current bicycling and walking conditions are fair (28%) to poor (71%) and that improving them is very important (83%).
- Almost 100% of residents would walk or ride their bike more often if there were sidewalks and bikeways in Youngvilles
- Q: What do you think are the factors that most discourage biking and walking?
 - 1) Lack of bicycle lanes and trails 2) heavy/fast vehicle traffic 3) unsafe street crossings
- Top 3 locations for improving conditions: 1. Main Street/Downtown 2. Youngsville Elementary School/Youngsville Blvd 3. Holden Road

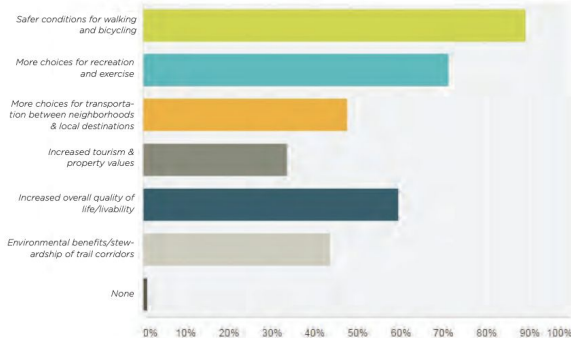
How important to you is improving bicycling and walking conditions in Youngsville?

Answered: 100 Skipped: 3



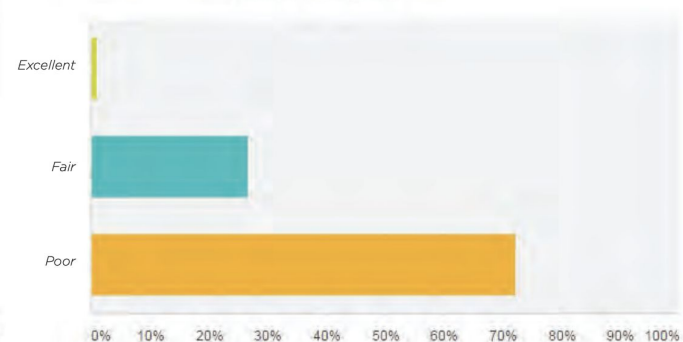
What should be the most important goals and outcomes of this plan? (check all that apply)

Answered: 101 Skipped: 2



How do you rate present bicycling and walking conditions in Youngsville?

Answered: 97 Skipped: 6





Youngsville Bike and Ped Plan (2015)

Recommendations:

- Priority Projects, listed [here](#) (full project table pg. 44)
- Program: Media Campaign to educate motorists, bicyclists, pedestrians one-stop website
 - Broadcast program promotions and educational videos on the local government access channel.
Enforce motorist rates of yielding to pedestrians
- Hike and Bike Map
- Open Street Events
- Wayfinding Signage Program
- [Implementation Action Steps](#)
- Policy Action Steps: Adopt Complete Streets Policy



Carteret County

[Atlantic Beach 2012 Comprehensive Bicycle Plan](#)

[Atlantic Beach 2020 Proposed CAMA Land Use Plan](#)

[Atlantic Beach 2020 Corridor Master Plan](#)

[Atlantic Beach 2020 Corridor Master Plan Map](#)

[Beaufort 2018 Bicycle and Pedestrian Master Plan](#)

[Emerald Isle 2010 Bicycle and Pedestrian Transportation Plan](#)

[Emerald Isle 2017 Comprehensive Land Use Plan](#)

[Morehead City 2006 Comprehensive Bicycle Plan](#)

[Newport 2017 Bicycle and Pedestrian Plan](#)